COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This volume implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFPD 11-4, *Aviation Service*. It covers the aircrew training policy for the KC-10 aircraft to safely and successfully accomplish their worldwide mobility missions. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS) covers required information. The Privacy Act System Notice is available online at: http: **www.defenselink.mil/privacy/notices/usaf**. The authority for maintenance of the system is 37 USC § 301, *Special and Incentive Pays*, Public Laws 92-204, Section 715 *Appropriations Act for 1973*, 93-570, *Appropriations Act for 1974*, 93-294, *Aviation Career Incentive Act of 1974*, DoD 7730.57 (*Aviation Career Incentive Act and Required Annual Report*, February 5, 1976, with changes 1 and 2), and Executive Order 9397,

*Numbering System for Federal Accounts Relating To Individual Person*s. Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels to AMC/A3T according to AFI 11-215, *USAF Flight Manuals Program (FMP).*   Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

This publication applies to Air Force Reserve Command (AFRC) units.

This publication does not apply to the Air National Guard (ANG).

(TRAVIS) AFI 11-2KC-10, Volume 1, *KC-10 Aircrew Training* **dated 5 June 2012, is supplemented as follows.** This supplement establishes KC-10 aircrew training policies and programs for Travis AFB assigned crewmembers; these policies and programs support Air Mobility Command objectives. 60th Operations Group and 349th Operations Group units will use the following in conjunction with and in addition to the basic instruction. Material that applies only to (or is not applicable to) Air Force Reserve Command (AFRC) will be identified as such. This supplement does not apply to the Air National Guard (ANG). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/gcss-af61a/afrims/afrims/.** The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. It standardizes format, paragraphs, information with other AMC MDS specific Volume 1s by relocating and renumbering throughout the AFI; multiple note changes to all tables; website links updated throughout; paragraph **1.1.4** added to clarify controlling AFI for training; Squadron TRP guidance added to paragraph **1.4.6**; Phase II/III terminology replaced with the term Mission Certification Training (MCT) to align with other AMC MDS (exception: KC10FBP/FIQ Phase IIA & IIB); paragraph **4.4.1** rewritten; Flight Surgeon continuation flying paragraph **4.6** and **Table 4.3** expanded; paragraph **4.9** expanded to add clarification; paragraphs **5.2**, **5.3**, and **Table 5.2** rewritten and standardized with other AMC MDS; ARMS events Information Protection (**E112**), Human Relations (**E113**), Force Protection (**E114**), CBRNE Defense Training (**G010**), Self Aid Buddy Care (**G281**), and CBRNE Defense Awareness Course (**G284**) removed from **Table 2.1, Table 4.2,** and **Chapter 7**. The deleted events (E112, E113, E114, G010, G281, and G284) are mobility requirements that are still required; however, they are to be tracked via

Advanced Distributed Learning Service (ADLS). ARMS events Flight Surgeon Sortie (**FF00**), Day Sortie (**FF11**), and Night Sortie(**FF12**) added to **Table 4.3** and paragraphs **7.7.13** thru **7.7.15** for tracking Flight Surgeon sorties; **G160** added to track Overwater Navigation Procedures training; ARMS event identifiers **LL01**, **LL03**, **LL04**, **LL05**, and **LL06** revised (paragraphs **7.10.1** thru **7.10.5**); **M030** rewritten; all references to the L-Band Computer have been replaced with the Iridium phone to include ARMS event identifier **P379**, **Table 3.2**, and **G080**; **P300** has been revised; **Table A3.4** and **Table A3.5** removed from **Attachment 3** and moved to the appropriate syllabi. **Table A3.6** renumbered to **Table A3.3**.

(TRAVIS) This document has been substantially revised and must be completely reviewed. Major changes include: paragraph renumbering, significant reorganization of material and removal of certain information. These changes are in alignment with the most recent parent regulation AFI 11-2KC-10V1.

Chapter 1

GENERAL

1.1. Training Objective. This instruction prescribes basic policy and guidance for training United States Air Force KC-10 crewmembers according to AFI 11-202, Volume 1, *Aircrew Training*.

1.1. (TRAVIS)This instruction serves as a guide for 60th Operations Group (60 OG) and 349th Operations Group (349 OG) aircrew training processes. All others should use this supplement for information-only purposes and shall refer to their appropriate supplement for guidance. The goals of this volume are twofold. First, standardize and consolidate various procedures and practices for accomplishing training across the 60 and 349 OGs. Second, clarify or add guidance not addressed in the parent AFI so squadron-level training officers and supervisors can better manage their training programs.

1.1.1. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment in exercises, peacekeeping operations, contingencies, and war. Mission readiness and effective employment are achieved through the development and mastery of core competencies for KC-10 crewmembers. These core competencies include the ability to conduct receiver and tanker AAR, tactical ingress, tactical egress, and tanker operations during all phases of flight, instrument procedures, mission planning, ground operations, crew management and C4/AOC integration.

1.1.2. Link AFTTP 3-3.KC-10, *Combat Aircraft Fundamentals—KC-10,* requirements into mission and continuation training tables while retaining a combat culture, leading edge technologies, pushing capabilities while anticipating warfighter needs.

1.1.3. The secondary objective is to standardize KC-10 training requirements into a single document to meet requirements for a basic document in AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*.

1.1.4. Throughout this document references are made to training requirements controlled by other AFIs and provide guidance derived from those AFIs. The controlling AFI may be updated after the publication of this document, so it is necessary to refer to the source document AFI for current guidance. If a conflict is identified for a training requirement, comply with source document that establishes the training requirement.

1.2. Key Words Explained.

1.2.1. "Will" and "shall" indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "Note" indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.3. Administration.

1.3.1. Recommendation for Change. Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels to AMC/A3T according to AFI 11-215, *Flight Manual Program (FMP)*. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

1.3.1. **(TRAVIS)** Requested changes should be submitted to 60 OSS/OST Pilot Flight, Engineer Flight Boom Operator Flight or through the OST organizational mailbox at **60OSSOST@us.af.mil.** Approved changes will be incorporated into each change or new publication release.

1.3.2. Supplements. This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI. MAJCOM supplements may be more, but not less restrictive than this instruction.

    1.3.2.1. MAJCOMs may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. MAJCOM supplements must be coordinated/approved by AMC/A3T and AF/A3O-AT IAW AFPD 11-2, and AFI 11-202 Volume 1, before publication. Units will send one copy of local supplement to the parent MAJCOM OPR.

1.3.3. Local Training Guidance. Units may supplement this instruction and will submit a copy of the supplement to the parent MAJCOM OPR after approval by the OG/CC. Air National Guard (ANG) is considered a MAJCOM for purposes of this instruction per AFI 11-202 Vol 1.

1.3.3. **(TRAVIS)** This instruction will be maintained by Aircrew Training (60 OSS/OST). Electronic copies can be downloaded from the 60 OG/OGV SharePoint at **https://eim.amc.af.mil/org/60og/ogv/default.aspx** and the AF e-Publishing website at **http://www.e-publishing.af.mil/.**

1.3.4. If a conflict is identified for a training requirement, comply with source document that establishes the training requirement.

1.4. Responsibilities. AFI 11-202, Volume 1 outlines responsibilities for aircrew training. See **Chapter 6** for specific responsibilities related to the KC-10 Aircrew Training System (ATS).

1.4.1. Lead Command. Air Mobility Command (AMC) is designated lead command for the KC-10 Mission Design Series (MDS) as specified in AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, AFPD 11-2, and AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*. Lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. AMC/A3 delegates to AMC/A3T the authority to manage all training course requirements, training tasks and Aircrew Training Systems (ATS). AMC/A3T in coordination with user commands approves/fields continuation training requirements or adjustments, and short-notice specialized local upgrade courses (e.g., FM Immunity). AMC/A3T is OPR for this AFI.

1.4.1.1. Courses. AMC/A3T, in coordination with user commands, approves initial, mission certification and continuation training requirements and fields locally taught upgrade courses.

1.4.1.2. Realistic Training Review Board (RTRB). AMC/A3T will host a RTRB biennially, or more frequently as required. The RTRB reviews all training programs for currency, applicability, compliance and effectiveness. Attendees should include training representatives from AMC/A3T/A3V/A3D, USAF Expeditionary Center (USAF EC)/WCOX, AFRC, curriculum developers, formal schools, selected unit representatives, and aircrew training system (ATS) contractors, as applicable.

1.4.1.3. Detachment 1, Air Mobility Command Air Operations Squadron (AMCAOS):

1.4.1.3.1. Aircrew Training Device (ATD) Certification. Det 1 AMCAOS personnel will conduct a semi-annual Simulator Certification (SIMCERT) on all ATDs according to AFI 36-2251, *Management of Air Force Training Systems,* FAA AC 120-40B, *Airplane Simulator Qualification*, FAA AC 120-45A, *Airplane Flight Training Device Qualification* and, *Aerial Refueling Airplane Simulator Qualification (ARASQ).* SIMCERT includes objective and subjective testing, inventory inspection, Quality Assurance Inspection (QAI), and contract compliance evaluation.   The contractor will run one quarter (1/4) of the Qualification Test Guide (QTG) every three months based on actual aircraft data. These tests will annotate Pass or Fail for each sub-test prior to semi-annual simulator certification. Det 1 AMCAOS will use one simulator period to randomly sample 10% of the QTG. This profile will be stated in the notification letter to the contractor.

1.4.1.3.1.1. Flight Training Device (FTD)Certification. The FTD is tested and certified in the same manner as the simulator except where the fidelity of the device limits the tests. The standards for these types of devices are derived from FAA AC 120-45A.

1.4.1.3.1.2. SIMCERT. Notify the host unit 45 days in advance of a scheduled SIMCERT. A short-notice SIMCERT is available with verbal coordination between host unit, Det 1, AMCAOS, AMC/A3TK, ATS contractor, and the ATS contract management team. Report SIMCERT results to AMC/A3TK and AFMC ASC/WNSPA.

1.4.1.3.1.3. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor, when required.

1.4.1.3.1.4. Det 1 AMCAOS Simulator Testing and Familiarity Training. Det 1 will coordinate directly with the contractor when testing or familiarity training in the simulator is required. The use of the simulator will be on a non-interference basis with contractor concurrence and Det 1 AMCAOS/CC approval.

1.4.1.3.2. ATS Courseware Certification.   KC-10 courseware development, revisions, and acceptance are tracked by mutually accepted process between the government and the ATS contractor. This process is to review and approve KC-10 courseware for timely delivery, accuracy, and compliance with the KC-10 Instructional Systems Development (ISD) Management Plan and USAF courseware

standards. The chief of courseware or appropriate Det 1 courseware representative will issue final approval for the government after the training media is ready for implementation at the training sites. Contractual acceptance for the government is vested in the KC-10 program's contracting office located at Wright-Patterson AFB (ASC/WNSPA).

1.4.1.3.2.1. Training Systems Configuration Working Group (TSCWG) will be held monthly or as specified by the ATS contract, and attended by Det 1 Simcert and Courseware representatives. The status and disposition of each courseware effort, whether in-scope, out-of-scope, late, or delayed will be briefed by the ATS contractor courseware staff. Det 1 AMCAOS will alert ASC/WNSPA and AMC/A3TK of any discrepancies that cannot be resolved through Det 1 and contractor agreements.

1.4.1.3.2.2. Det 1 AMCAOS will schedule Subject Matter Experts (SME) for Technical Interchange Meetings (TIM) with the ATS contractor. Det 1 AMCAOS will also schedule crewmembers (as required by the contractor) to assist in courseware development including Individual Tryouts (ITO) and Small Group Tryouts (SGTO).

1.4.1.3.3. Contract Compliance. Det 1 AMCAOS personnel will conduct periodic Contract Compliance Evaluations (CCE) for KC-10 ATS-supported sites and report results to AMC/A3TK and ATS contract management. Evaluation personnel assess ATS contractor performance of aircrew ground training programs to include Computer-Based Training (CBT), simulator training, and facilities. The KC-10 ATS site and Air Force-Appointed ATS Project Officer (PO) and Quality Assurance Representative (QAR) (PO/QAR) will receive 45-day advance notice of the CCE (non-interference basis) via notification memo or email. Unit support may include the use of an inbrief/outbrief facility, approximately 4-hours CBT time, and access to available crewmembers and staff for the purpose of conducting surveys and/or soliciting comments. Units should consider the CCE a unit-level feedback tool to monitor quality of ATS ground training.

1.4.2. Training Command. AMC/A3 is responsible for formal school syllabi and is the approval authority for any changes in coordination with lead and user commands according to AFI 11-202, Volume 1. AMC/A3 designates AMC/A3T to oversee formal school courses and syllabi management in coordination with the ATS contractor through AMC/A3TK. AMC/A3TF manages the Programmed Flying Training (PFT) process (see paragraph **1.14**) and determines formal school flying capacity.

1.4.2.1. Progress Review (PR). See AFI 11-202, Volume 1 and associated KC-10 course syllabus. AMC/A3TK will notify Det 1 AMCAOS for ATS follow-on action, if required.

1.4.2.2. AETC maintains a list of formal school courses in the Education and Training Course Announcement (ETCA). The site address is: **https://etca.randolph.af.mil**/.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage their student training requirements according to paragraph **1.14.2.2**.

1.4.3.2. Recall Procedures. Requests to recall students from a formal school course must be sent from the student's unit to AMC/A3T and AFRC/A3T, as applicable. AMC/A3T will accomplish all necessary coordination with appropriate agencies. Emergency recall during non-duty hours may be coordinated directly with the schoolhouse with notification to AMC/A3T on the next duty day.

1.4.3.3. Training resources. User commands will evaluate training resources (aircraft and aircrews) required to accomplish training requirements and identify known shortfalls to A3 for resolution. Evaluations will be ongoing and revalidated every semi-annual period.

1.4.4. Wing Commander. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base wide.

1.4.5. Operations Groups.

1.4.5.1. The OG/CC (or equivalent) will convene a training review panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, formal training unit (FTU), tactics, operations, safety and other areas as determined by the commander (i.e. ATS contractors, Host Aviation Resource Management (HARM) and Squadron Resource Management (SARM)).

1.4.5.1. **(TRAVIS)** Sq/CCs, DOs, and DOT representatives should attend along with FTU and ATS contractor representatives.

1.4.5.1.1. TRP Requirements. Convene the TRP semi-annually and maintain minutes for a period of two years (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to the unit's TRP. Panel minutes from non-collocated squadron and detachment TRPs will be forwarded to the unit for inclusion in the unit's TRP.

1.4.5.1.1. **(TRAVIS)** 60 OSS/OSTT orchestrates the 60 OG TRP briefing. Attendees include Sq CCs, DOs, DOT personnel, and ATS contractor representatives, depending on availability. 60 OSS/OSTT documents TRP findings. The 60 OG/CC signs the meeting minutes, which 60 OSS/OSTT maintains in a common location that may be accessed by the respective flying squadrons and ATS contractors (**i.e.,** 60 OSS/OST SharePoint Website). The 349 OG/CC or designated representative convenes, chairs, and documents a 349th TRP separately.

1.4.5.1.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to current and forecast Flying Training Levels, (FTL), Upgrade and Continuation Training status, Semi-Annual and Annual requirement completion rates, crew position gains/losses, Aircraft Commander, Instructor and Evaluator upgrades. OG/CC will also review all unit defined training "X" events for relevancy.

1.4.5.1.2. **(TRAVIS)** The TRP may review the following areas: open and closed items from the previous TRP; flight and ground currency completion rates; revised training requirements and general aircrew training topics of import; MDS-specific training topics; current and projected manning levels; formal training unit (FTU) issues and concerns; student upgrade timelines; waiver status; NMR crewmembers; X-events; aircrew training trends; and other items as necessary. The TRP will cover applicable corrective actions as necessary, will recommend changes to improve training to AMC/A3T, and will discuss any other applicable topics of concern.

1.4.5.2. ADSCs. The OG/CC will develop and maintain procedures with their local servicing military personnel flight (MPF) for individual crewmember counseling and personnel system updates affecting active duty service commitment (ADSC) incurred with training specified in this AFI. See AFI 11-202 Volume 1, AFI 36-2107, *Active Duty Service Commitments (ADSC)*, and Education and Training Course Announcements (ETCA) for more information.

1.4.5.2. **(TRAVIS) 60 AMW Only:** Individuals will sign an AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*; prior to the start of any training that incurs an active duty service commitment (ADSC). AMC/A3TF will notify 60 FSS/DPET Formal Training of individuals scheduled to attend formal upgrade training courses. 60 FSS/DPET Formal Training will in turn ensure the AF Form 63 is signed prior to the beginning of training.

1.4.5.2.1. **(Added-TRAVIS) 60 AMW Only:** Local upgrade courses that may incur an ADSC are: Pilot Requalification (PRQ), Instructor Aircraft Commander (IAC), Instructor Boom Operator (BIC) and Instructor Flight Engineer (FIC). When re-qualifying to IP via the PRQ Course, only the PRQ ADSC is incurred. Specific rules apply, per AFI 36-2107, *Active Duty Service Commitments, and the ETCA website*. Units must ensure that an AF Form 63 is completed for in-unit courses requiring an ADSC. For more information on whether or not an ADSC is required, contact Base Formal Training (60 MSS/DPET).

1.4.5.3. The OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Include such requirements in local supplement**.**

1.4.5.3. **(TRAVIS)** Any additional training programs will be coordinated through 60 OSS/OST or 349 OSF/OST for standardization and, if applicable, appear in subsequent revisions of this supplement. Current examples of training documentation (ex. NMR memorandums/Certification documents) will be available on the 60 OSS/OST SharePoint website or on file with 60 OSS/OST or 349 OSF/OST.

1.4.5.4. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses (may be delegated to squadron level). The OG (or squadron) OPR will:

1.4.5.4.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

1.4.5.4.2. Publish a ground training schedule (AFRC as required) to include date, time, location, instructor and designated crewmembers for each course (both ATS and non-ATS). Include details in local supplement.

1.4.5.4.2. **(TRAVIS)** 60 OSS/OST will maintain and publish a ground training schedule available on the 60 OSS/OST SharePoint website. Items not listed online (Refresher Simulator, Flight Physical, etc.) will be scheduled at the unit level.

1.4.5.4.2.1. **(Added-TRAVIS)** Ground Instructor Scheduling. Each flying squadron is responsible for scheduling instructors 3 days (5 days minimum for 349 AMW) prior to the event. If the squadron is unable to fill an instructor requirement, every effort should be made to solicit aid from another squadron (Active Duty or Reserve). If no instructor can be found, the responsible squadron will coordinate with OST to cancel the class NLT 2 (4 days minimum for 349 AMW) days prior to the event.

1.4.5.4.3. Use MAJCOM, ATS, or unit-developed training products and/or syllabi for all courses, as applicable. Units will reproduce courseware as applicable.

1.4.5.4.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Squadrons should recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.4.5. Units will develop local procedures for scheduling ATS courses. The unit training manager is responsible for procedures that minimize schedule changes and maximize training in the available time. Advise ATS contractor for scheduling changes and special training requirements.

1.4.5.4.6. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3T.

1.4.5.5. Instructor Selection and Training. OG/CC (or as delegated/specified in local supplement) will select course instructors (for non-ATS courses) on the basis of professional qualification and aptitude to instruct aircrew/students. Local academic instructor program will follow AFMAN 36-2236, *Guidebook for Air Force Instructors*. An individual instructor may receive course credit if instructing the class.

1.4.5.6. **(Added-TRAVIS)** Organization. 60 OSS/OST (Aircrew Training) is divided into the following three sections, led by a Flight Chief:

1.4.5.6.1. **(Added-TRAVIS)** Aircrew Training (OST). Focal point for issues affecting active duty aircrew training. Advises commanders on the status of combat readiness and recommends actions for training issues. Provides subject matter expertise and oversight of Aircrew Training Systems contracts. Analyzes and interprets command guidance to establish and implement training programs. Develops local training policy to ensure the combat readiness of aircrews and support personnel. Conducts staff assistance visits and inspections of 60th Operations Group units as directed by the 60 OG/CC. Performs liaison function with the 349 AMW Training Office. Develops and coordinates KC-10 training requirements.

1.4.5.6.2. **(Added-TRAVIS)** Aircrew Training Manager (OSTT). Responsible for management of 60 AMW aircrew formal schools and effective management of aircrew upgrade training. Manages MWS Aircrew Training System (ATS) contractor conducted training. Manages 60 AMW aircrew qualification levels. Manages special interest pilot personnel programs for the 60 AMW. Manages ADSCs for in-unit flying training of 60 AMW personnel.

1.4.5.6.3. **(Added-TRAVIS)** Project Officer/Quality Assurance Representative's (OSTS). Serves as the single point of contact for interface between the Aircrew Training Devices (ATD) System Contractor(s), Major Command (MAJCOM) functional managers, Administrative Contract Office (AC), functional users and base support organizations.

1.4.5.6.4. **(Added-TRAVIS)** AF Form 1522 Process. For any training event requiring an instructor, the instructor will certify that the AF Form 1522 has the proper ARMS code entered and signed, then will provide a signed copy to the squadrons by COB of that day. Each squadron ARMS office will post a listing of events requiring a certified AF Form 1522. Any currency item not requiring an instructor can be logged on an AF Form 1522 or Mission Accomplishment Report (MAR) (as applicable) and placed in the appropriate in-box in each squadron.

1.4.6. Squadrons. SQ/CC (or designated representative) will:

1.4.6.1. Select DOT Chiefs from the most highly qualified and experienced instructors. Previous evaluator or FTU experience is highly desired.

1.4.6.2. Ensure Sq/DOT is manned with a minimum of one instructor for each crew position. Instructors should be selected based on experience, availability, and time on station (to ensure continuity of operations for each crew position in DOT).

1.4.6.3. Convene a Squadron Training Review Panel (STRP) to be chaired by the Sq/CC and/or Sq/DO. Panel members should include squadron representatives from training, stan/eval, ADOs, and the chief from each crew position. Sq/CCs should utilize the STRP to focus training objectives, ensure standards are being met, select upgrade candidates, and ensure completion of required continuation training.

1.4.6.3.1. STRP Requirements. Squadrons will convene a STRP monthly (quarterly for AFRC) and maintain minutes for a period of two years. STRP minutes will be approved by the Sq/CC or Sq/DO and may be produced/distributed/stored electronically by the Sq/DOT.

1.4.6.3.2. STRP Format. The STRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The STRP will review the current status of aircrew training to ensure that current training objectives are being met and that those individuals selected for upgrade training are the best candidates after reviewing their experience, proficiency level, and retainability. To accomplish these goals, suggested STRP topics include but are not limited to: crew position gains/losses, current upgrade/requalification training (i.e., crewmembers in an active training status), recently completed training (including performance during training and current certification status), future

training (individuals already approved via STRP), upgrade candidates, current waivers, projected waivers, and continuation training status.

1.4.6.4. Sq/CC will ensure crewmembers complete in-unit mission, ground and continuation training according to **Table 1.2**. Failure to reasonably progress may require action for removal.

1.4.6.5. Before each semi-annual training period the Sq/CC will assign Flying Training Levels (FTL) and levels of qualification to assigned and attached crewmembers (see **Chapter 4**). Use experience and aircraft proficiency as the basis of training level assignments.

1.4.6.6. Sq/CC (or designated representative) will ensure formal school student and supervisor post-graduate surveys are completed via the KC-10 ATS web page. The student post-graduate survey will be completed prior to the individual being declared mission ready. The surveys can be found at **https://www.kc10ats.com**, click on "Graduate Survey". Contact AMC/A3TK (DSN 779-2553) for assistance.

1.4.6.6.1. Sq/CC (or designated representative) will periodically review the "Graduate List" (that have not yet completed the Graduate Survey) for the appropriate location.

1.4.6.6.2. Sq/CC (or designated representative) will ensure completion of the "Ops Supervisor" survey three months after scheduled Phase IB graduation date. See Graduate list noted in paragraph **1.4.6.6.1** for dates.

1.4.6.6.3. Sq/CC (or designated representative) will ensure the student completes the "Graduate Survey" three months after scheduled Phase IB graduation date. See Graduate list noted in paragraph **1.4.6.6.1** for dates.

1.4.6.7. Ensure adequate training continuity and supervision of assigned and attached crewmembers.   Unit commanders may assign additional requirements based on individual crewmember's experience and proficiency.

1.4.6.8. Sq/CC will review training and evaluation records of newly assigned or attached crewmembers and those completing formal training to determine the necessary training required to complete/certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR). Document this review on AF Form 4023, *Aircrew Training Progress Report* as "initial review."

1.4.6.9. Coordinate with the operations group in developing training programs.

1.4.6.10. Review qualifications and monitor training requirements for unit assigned flight surgeons (FS).

1.4.6.11. Execute unit-level aircrew certifications described in this instruction and local supplement.

1.4.6.12. Ensure flight commanders or designated squadron representatives monitor quality of training being accomplished and identify training deficiencies. Squadron Commanders must be advised of additional training needs.

1.4.6.13. **(Added-TRAVIS)** Squadron training sections shall generate a Letter of X's with all assigned, on-loan, and attached (to include 621 CRW) aircrew information. The

Letter of X's shall be regularly updated with inbound and outbound PCS personnel. Reference AFI 11-202V2_AMCSUP_I for the requirement to maintain Letter of "Xs".

1.4.6.13.1. **(Added-TRAVIS)** As a minimum, each squadron's Letter of X's shall track crew qualification, FTL, and all special qualifications and certifications.

1.4.6.14. **(Added-TRAVIS) 60 AMW Only:** The web-based Automated Aircrew Management System (AAMS). AAMS is the vehicle which provides AMC leadership information on current and long range aircrew manning and qualification projections. Squadrons will submit monthly inputs to 60 OSS/OSTT IAW the AMC AAMS Users Manual. OSTT will review and consolidate all inputs and post updated data to the webpage.

1.4.7. Formal School with ATS Contractor. The KC-10 ATS contractor is responsible for academic and aircrew training device (ATD) instruction at all KC-10 training sites. This responsibility includes developing, updating and publishing courseware and the formal school syllabi in accordance with the ATS contract and published syllabi direction. See Chapter 6 for additional ATS guidance."

1.4.7. **(TRAVIS)** ATS Requests.   Squadron Training Sections should provide to OST requests for local ATS courses 60 days prior to the beginning of the desired month of training. Courses requested will be based on identifications for upgrade generated from the Squadron training review. Squadrons will also ensure that student names for all ATS events are forwarded to Flight Safety Services Corporation (CC:OST). All events not filled by 1200L hours the business day prior to the event (to include weekends and observed holidays) must be cancelled through OST.

1.4.8. Formal School, Non-ATS. See requirements in AFI 11-202, Volume 1.

1.5. Waiver Authority.

1.5.1. Do not deviate from the policies and requirements in this AFI. Report deviations and exceptions without waiver through channels to MAJCOM/A3T (or equivalent) who, in turn should notify the OPR for follow-on action, if required. Units reporting deviations and exceptions will maintain copies of reported deviations/exceptions for two years. Waiver requests will include supporting rationale, the training start date, a summary of the unit's training plan, and estimated completion date.

1.5.1. **(TRAVIS)** Squadrons are reminded to prorate aircrew training requirements when applicable. (see **Paragraph 4.8**). Waivers will follow the format outlined in **Paragraph 1.5.9 Table 1.1** and **Table 1.3** **(Added)** provides a quick reference for waiver authority. Waivers are to be processed via the AMC waiver website, **https://private.amc.af.mil/a3/a37t/dot/waivers**/. (349 OG Only: Waivers   are   to   be   processed   via   the   AFRC   waiver   website, **https://129.54.17.89/a3/waivers/frmindex.aspx**.)   When the waiver web is deemed inappropriate, such as mass waivers, a traditional paper waiver may be submitted; coordinate with 60 OSS/OST or 349 OSF/OST as appropriate prior to submitting a paper waiver.

1.5.2. Unless otherwise specified, MAJCOM/A3T (or equivalent) is the designated waiver authority for specific aircrew training requirements in this AFI not governed by AFI 11-202, Volume 1. AMC/A3 designates OG/CCs of AMC and AMC-gained units as the waiver authority for semi-annual requirements mandated in the training tables and currency events

of AFI 11-2MDS Volume 1. For waivers for training or currency events missed in consecutive training periods see paragraph **1.5.8**.

1.5.2. **(TRAVIS)** Unless otherwise specified in **Table 1.3 (Added – TRAVIS)**, the waiver authority for this supplement will be 60 OG/CC or 349 OG/CC. Waivers will be processed via the AMC/A3T or AFRC/A3T Training Waiver Website. Include AMC/A3T or AFRC/A3T as "Info Only."

1.5.3. OG/CC is the designated waiver authority for minimum flying hour prerequisites for entry into formal upgrade courses (see **Tables 5.1** and **5.3**).

1.5.3. **(TRAVIS)** Forward flying time waivers for formal school pre-requisites to 60 OSS/OST or 349 OSF/OST no later than 30 days prior to class start date to ensure adequate time for proper review and approval/disapproval. Waivers not meeting the 30 day suspense must contain a valid reason for late submittal.

> 1.5.3.1. **(Added-TRAVIS)** When a flying hour waiver is required for aircraft commander upgrade to instructor, units must annotate the individual's hours as an aircraft commander.

1.5.4. Prerequisites. For waivers to formal school prerequisites see the appropriate formal course in the ETCA. The site address is: **https://etca.randolph.af.mil**/.

1.5.5. Formal School Training. The gaining unit's OG/CC is designated waiver authority for completion of specific formal school events.

1.5.6. If required for squadron's designated mission, accomplish events waived or not accomplished at formal schools in-unit before assigning mission-ready (MR) status.

1.5.7. Senior Officer Course (SOC) syllabus waiver authority is AMC/A3 with concurrence of gaining MAJCOM/A3. Refer to AFI 11-202 Volume 1 for SOC policy and eligibility requirements.

1.5.8. Continuation Training Waiver. The OG/CC (or equivalent) is the designated waiver authority for semi-annual and currency ground training events as specified in **Tables 4.1**, **4.2**, and **4.3** and flying continuation training requirements in **Tables 4.4** and **4.5** for assigned or attached crewmembers on a case-by-case basis (see paragraph **4.9**). Waivers for training events missed in consecutive training periods will require MAJCOM approval.

1.5.8. **(TRAVIS)** Continuation Training Waivers.   Squadrons will perform a self-assessment a minimum of 14 calendar days (five duty days for 349 OG) before the end of any quarterly or semiannual currency period. They will identify crewmembers that will not be able to accomplish required items by the end of the currency period. If Squadron training offices request a waiver, said waivers will be input no later than seven calendar days (three duty days for 349 OG) before the end of the currency period and forward to 60 OSS/OST. Deployed aircrew waivers will be processed by home station OG. If approved, the request will go into effect at the beginning of the new currency period to preclude crewmembers from becoming grounded or NMR. This procedure ensures the waiver process begins prior to crewmembers becoming grounded.

1.5.9. Waiver Format. For AMC waivers, use on-line waiver request service on AMC/A3T web site: **https://private.amc.af.mil/a3/a37t/dot/waivers/userlogin.cfm**. AFRC units will use   the   on-line   waiver   request   service   on   the   AFRC/A3T   web   site:

https://webapps.afrc.af.mil/a3/waivers/frmindex.aspx.   Ensure the Volume 1 reference paragraph to be waived is included in the waiver request. If unable to use the waiver web site submit a written waiver in the format at Figure 1.1. to the appropriate MAJCOM OPR. AFRC units submit written requests through AFRC NAF/A3T to AFRC/A3TA. AFRC/A3TA will send response to AFRC unit with copies to AMC/A3TK. Mark not applicable items as "N/A." Asterisked (*) items are required for processing. Place copies of all flying and ground training waivers (including training time extensions) in the individual's training folder. OG/CC or designated unit agency will maintain a record of approved waiver(s). Retain unit file copies for a minimum of two years IAW the AF Records Disposition Schedule at: https://www.my.af.mil/afrims/afrims/afrims/rims.cfm.

Table 1.1. Processing Waivers to AFI 11-2KC-10V1.

Waiver Initiated By:	Send waiver request to:	Waiver Reply Will be Sent to:	With Information Copy To:
Active Duty AMC Wing or Group	AMC/A3TK	OG/CC	N/A
AFRC Unit	AFRC NAF/A3T to AFRC/A3TA	AFRC Unit	AMC/A3TK

Figure 1.1. Sample Waiver Request Format.

MEMORANDUM FOR (*Waiver Authority*)

FROM: (*Requester*)

SUBJECT: Waiver Request – (*Individual*), (*Type of Waiver*)

1. *Name and grade.

2. *Flying organization (assigned or attached).

3. *Present qualification (include special qualifications/certifications if appropriate).

4. *Total flying time; primary aircraft inventory (PAI) time (include instructor or evaluator time, if applicable).

5. *Waiver request specifics e.g., cite requirement and requested deviation.

6. *Rationale or justification for waiver request.

7. Crew qualification to which person is qualifying or upgrading.

8. Previous attendance at any formal instructor course (include course identifier and graduation date).

9. Training start date.

10. If waiver request for time limit, specify mandatory upgrade or qualification date.

11. Date event last accomplished and normal eligibility period.

12. Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training).

13. Unit point-of-contact (include name, rank, telephone number, and functional address

> *symbol, and Email address*).
>
> 14. **Unit address (if requesting formal school courseware)*
>
> (*Signature of Requester*)
>
> (*Title*)

1.5.9. **(TRAVIS) [See paragraphs** 1.**7.2 and paragraph A3.7.2]** 60 OSS/OST or 349 OSF/OST will maintain a record of approved waiver(s) and training time extensions (via Memorandum for Record (MFR) or Waiver Web Request as applicable) through the appropriate ASEV cycle. Waivers and extensions should be processed via the web. If the on-line service cannot be utilized, refer to **Table 1.3 (Added-Travis)** for routing and **Figure 1.1** (Sample Waiver Request Format) for format. *Exception***:** Waivers to items *not* listed within the web waiver domain, and without a reference to AFI 11-2KC-10, Volume 1, KC-10, *Aircrew Training*, will be submitted in written format to proper authority as outlined in **Table 1.3 (Added-Travis).**

Table 1.3. (Added-TRAVIS) Written Notification and Waivers Routing.

60 AMW			
Flight Instructor Requalification or in-unit AC/IP certification (info)	**Training Time Limit Exceeded (if web is N/A) or Supervised Status (info)**	**60 OG/CC Waiver (if web is N/A)**	**HQ AMC Waiver (if web is N/A)**
60 OSS/OST	60 OSS/OST	60 OSS/OST	60 OSS/OST
60 OSS/OSTT	60 OSS/OSTT	60 OG/CC	60 OG/CC
60 OG/CC	IN TURN	HQ AMC/A3TK	HQ AMC/A3TK
IN TURN		IN TURN	HQ AMC/A3T
			IN TURN
349 AMW			
Flight Instructor Requalification or in-unit AC/IP certification (info)	**Training Time Limit Exceeded (if web is N/A) or Supervised Status (info)**	**349 OG/CC Waiver (if web is N/A)**	**HQ AFRC/DOT Waiver (if web is N/A)**
349 OSF/OST	349 OSF/OST	349 OSF/OST	349 OSF/OST
60 OSS/OSTT	IN TURN	349 OG/CC	349 OG/CC
349 OG/CC		HQ 4 AF/DOT	HQ 4 AF/DOT
IN TURN		HQ AFRC/DOTA	HQ AFRC/DOT
		HQ AMC/A37TK	HQ AMC/A37TK
		IN TURN	IN TURN

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training and will comply with applicable Department of Defense (DoD) Regulation 4515.13-R, *Air Transportation Eligibility,* AFI 11-401, *Aviation Management* and AFI 11-202 Volume 1, *Aircrew Training*.

1.6.1.1. It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of their misuse when planning and executing local or off-station training missions.

1.6.1.2. See AMCI 11-208, *Tanker/Airlift Operations*, for off-station training flight requirements.

1.6.1.2. **(TRAVIS)** Detailed instructions on off-station training flight requirements for Travis AFB can be found in the 60 and 349 Air Mobility Wing's Wing Operations Plan (WOP) located on the 60 OSS/OSO SharePoint website (See **Attachment 1-Travis** of this supplement).

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC may approve upgrade, qualification or special qualification/certification training on operational missions. See passenger-carrying restrictions in AFI 11-401 and AFI 11-2KC-10 Volume 3, *KC-10 Operations Procedures*.

1.6.2.1. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty. In the event the mission changes and the training status may affect the ability of the crew to fly the mission, the instructor will ensure coordination between OG/CC and 618th AOC (TACC) prior to accepting the mission.

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2** for mission certification training (MCT), and in-unit training. *Note:* for Phase IA and IB time limitations of formal KC-10 qualification, upgrade, and requalification courses refer to **Table A3.3**. Crewmembers entered in an in-unit training program leading to upgrade qualification (or requalification) will be dedicated to that program on a full-time basis. **EXCEPTION:** Supervisory personnel may continue their normal duties as time permits. In-unit training will begin no later than 45 days (90 days AFRC) after reporting or being attached to a new duty station or unit.

Table 1.2. In-Unit Training Time Limitations (MCT).

Training	Time Limit	Time Limit AFRC
Requalification	90 days	180 days
Aircraft Commander Upgrade Qualification	90 days	180 days
Instructor Upgrade Qualification	60 days	180 days
Mission Qualification/Certification (MCT).	90 days	180 days

Includes in-unit training leading to MR status following initial, difference, or requalification training.		

1.7.1. Training Time. Training time start date is the date when the first significant training event (a training event directly contributing to qualification or upgrade, e.g. computer-based training (CBT) lesson, part task trainer (PTT), weapon system trainer (WST), flight training device (FTD), boom operator trainer (BOT), aircrew system trainer (AST) ground training, flight training) or 45 days (90 days AFRC) after being attached or assigned to the unit after completion of the formal school, whichever occurs first. Voluntary self-study prior to course start date does not count as training time start date. (See paragraph **2.2.2**) Training time ends with the successful completion of one of the following events: flight evaluation (if required as part of the training program), instructor validation of successful program completion ("sign-off"), or squadron commander certification (if required as part of the training program).

1.7.2. For in-unit (not FTU) Phase I and MCT training, Sq/CC may extend training time up to 60 days (120 days ARC). No notification to MAJCOM/A3T is required. Extensions exceeding 60 days (120 days for AFRC) require MAJCOM/A3T approval. Units will notify the appropriate MAJCOM/A3T (or equivalent) via the waiver request procedures specified in paragraph **1.5.9**, before the crewmember exceeds upgrade training time limits in **Table 1.2**. Include training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date in the waiver request.

1.8. Training Documentation. Units will use the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet* as prescribed by AFI 11-202, Volume 1, to update aircrew certifications in ARMS. See **Chapter 7** for specific "Q" codes. See **Attachment 2** for additional training documentation requirements.

1.9. Flight Examiner Usage. Use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. Units may use flight examiners as instructors for qualification, upgrade, and corrective action training. If an examiner is used as a primary instructor to train an individual, the same examiner should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements:

1.10.1. All instructors should be MR (wing level and below).

1.10.2. Instructor candidates who previously attended a formal instructor school for instructor qualification and were qualified instructors in any US Air Force aircraft and who meet the minimum flying hour requirements may upgrade in-unit with OG/CC approval. Sq/CC will determine training required to complete the instructor upgrade in-unit, including evaluations IAW AFI 11-2KC-10 Volume 2, *KC-10 Aircrew Evaluation Criteria*.

1.10.2. **(TRAVIS) 60 AMW Only**: Squadrons will notify chain of command how and when accomplishing in-unit Instructor qualification. Using the waiver web process or standard memorandum format and squadron letterhead, provide a brief description of the individual's prior qualifications, the date of last qualification and a brief description of the duties performed by the individual since qualification was lost. Also provide a detailed description of the proposed number and type of training events to be accomplished as well as

the required proficiency level for each event (AF Form 4024, *Aircrew Training Accomplishment Report* may be used to fulfill this requirement). Waiver web should be used to the max extent possible in submitting these requests. However, if unable to process via waiver web create a memorandum for record as described in **Table 1.3 (Added-TRAVIS)**. See **paragraph 1.4.5.2.1 (Added-TRAVIS)** of this supplement concerning the ADSC requirements.

1.10.3. Formal Training Unit (FTU) Instructors. Active duty Operations Support Squadrons are provided with staff authorizations (pilot, flight engineer, and boom operator) over and above the crew force. Positions are allocated per AMC manpower standard (AMCMS) to support initial qualification, requalification, upgrade, and continuation training requirements at each KC-10 MOB. Personnel assigned to these positions must be very capable, highly experienced both as instructors and KC-10 aircrew members. All FTU instructors must be thoroughly familiar with KC-10 course books, training requirements, operational techniques, and the contractor training program. Assigned instructors will have an associate degree or higher within one year of being assigned to FTU instructor duty.

1.10.3.1. Faculty Training Course (FTC). The Faculty Training Course is taught at the FTU to prepare newly assigned instructors for schoolhouse duties. This course will be locally developed and updated as necessary. All instructors conducting initial qualification flying training should be graduates of FTC.

1.10.4. Instructor Supervision Requirements. When performing aircrew duties, the following personnel must be under the supervision of an instructor:

1.10.4.1. All non-current crewmembers. For non-current crewmembers, direct instructor supervision is required while performing the non-current event. (See paragraph **4.9** for exceptions).

1.10.4.2. All crewmembers in initial, upgrade or requalification flying training.

1.10.4.3. Any other personnel designated by the Wing/CC, OG/CC, or Sq/CC.

1.10.4.4. All unqualified or flying training level (FTL) "E" crewmembers require direct instructor supervision during critical phases of flight.

1.10.4.5. Exceptions to paragraph 1.10.4 Instructor Supervision Requirements:

1.10.4.5.1. Instructor supervision is not required for pilots certified by the Sq/CC to conduct receiver AAR under the supervision of a Sq/CC certified Aircraft Commander.

1.10.4.5.2. Students in upgrade training may fly, on a limited basis, without instructor supervision as a crewmember in their previous position provided they are current and qualified in that position (i.e. an MF in upgrade to IF may fly unsupervised as an MF).

1.10.4.5.3. During FTU training, two Instructor Aircraft Commander (IAC) students (or one PCO student and one IAC student) may sit in the seat together for all events in which they are current and qualified.

1.10.4.5.4. For IAC training, selected aircraft events (F020-Formation, F060-AAR Formation, and R080-Tanker AAR, Autopilot-Off) do not require the IAC student to

be at a set of controls; the IAC student must demonstrate the ability to instruct to a proficient level while the event is being accomplished.

1.10.4.5.4. **(TRAVIS)** KC-10 IAC   students must be at a set of controls to demonstrate the ability to instruct their way through P005-Taxi Exercise.

1.11. Distribution. Units will establish the necessary hard copy distribution requirements of this AFI.

1.12. Transfer of Aircrews.

1.12.1. When a crewmember transfers from one unit to another, the gaining unit will review, assess and assign the appropriate FTL. During the review, the gaining unit will normally honor the losing unit's assigned training level. Certified/qualified MR crewmembers transferring between units accomplish only unit-specific training and any applicable events in which they have lost currency. See paragraphs **3.3.5** and **3.4.2** for additional information in regards to transfer of aircrew members.

1.12.2. For Foreign Military Sales, guest pilot, and/or exchange officers see training requirements in AFI 11-401. Initial and/or continuation training requirements are specified in the appropriate MOU, OPLAN or agreement and should mirror requirements of this AFI to the maximum extent possible.

1.13. Aircrew Training While DNIF. Crewmembers whose status is duty not including flying (DNIF) may log ground training events (including simulator) if the member's physical condition allows it. If the crewmember's ability to complete training is in question, consult the flight surgeon signing the AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*, placing the crewmember in a DNIF status IAW AFI 48-123, Volume 3, *Medical Examinations and Standards, Flying and Special Operational Duty* if the DNIF status includes ground training limitations.

1.14. Aircrew Rated Management Overview.

1.14.1. Program Requirements Document (PRD). According to AFI 11-412, *Aircrew Management*, USAF/A3O-AT projects KC-10 long-range training requirements annually in a process called the PRD. Lead and user commands contribute to the PRD, which becomes a key long-range planning tool for training requirements.

1.14.2. Programmed Flying Training (PFT). AMC/A3TF is designated to manage the KC-10 PFT process in coordination with user commands. The PFT balances available training quotas, ATS throughput, schoolhouse capacity and course requirements on a fiscal year basis. Annually, units will send projected PFT requirements (RCS: HAF-XOO(AR) 9722) to their respective MAJCOM training staff, who in turn, will forward projected requirements to the PFT manager at AMC/A3TF.

1.14.2.1. An annual PFT conference is held to consider training capacity, MAJCOM training requests, and pipeline student inputs. Upon validation, AMC/A3TF approves the PFT, allocating quotas to each command, who in turn allocate training quotas to each unit.

1.14.2.2. Throughout the training year, MAJCOM training staff and AFPC PFT managers use assigned/allocated training quotas to assign individual crewmembers into the KC-10 formal school classes. Daily student quota adjustments to the annual PFT are made on quota management documents. AMC/A3TF will publish the annual PFT quota workbook at:

https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-OP-AM-99-15-5-2&Filter=OO-OP-AM-99

1.15. Information Management. AMC/A3T hosts aircrew training information on a military website. Training event descriptions are maintained on the website, as well as non-ATS training courses (e.g., GRACC, FM Immunity, ATD status, host nation agreements (HNA), etc). Site is: **https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OP-AM-94**.

1.16. Failure to Progress or Complete Training. If the training received leads to a qualification or certification that must be met for the unit's mission, comply with syllabus guidelines. If a crewmember fails to complete a formal course, the formal school will send a recommendation to the individual's gaining unit. The recommendation will state whether he or she should complete training in-unit, return to the formal school to complete training, or be referred to the AF personnel system for reassignment.

1.16.1. Progress Review Board (PRB). If a student fails to progress in accordance with the requirements in this volume, the trainee's gaining flying unit Sq/CC will conduct a progress review. A PRB will be convened to review the trainee's records and recommend continuing training, re-training, modify training, or a Flight Evaluation Board (FEB). OG/CC will have final approval of PRB recommendations. (See AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badge*s, for FEB and administrative procedures. *Note:* In certain situations, AFI 11-402, Chapters **3** and **4** outline additional information regarding removal from training short of the FEB process for initial Career Enlisted Aviator's (CEA) training.) The ATS contractor will identify students who fail to progress IAW the applicable ATS guidance as outlined in Chapter **6.**

1.16.1.1. The make-up of the PRB will be at the Sq/CC's discretion, but will include, as a minimum, Sq/CC, OST and OGV representatives, and FTU Chief. Phase I ATS and Det 1 (or Det 1 designated attendee) will be represented as well.

1.16.2. Supervised Status/Retraining.   Each unit will determine their process for documenting performance that IAW AFI 11-2KC-10, Volume 2, *KC-10 Aircrew Evaluation Criteria,* has caused a crewmember to be administratively downgraded, failed an evaluation, failed to demonstrate proficiency once MR, or similar situation which would put a crewmember into a supervised status. This process will include how and where to document the crewmember's retraining. As a minimum, an AF Form 4022, *Aircrew Training Folder*, is opened for the retraining. The crewmember's unit should develop a training plan, coordinate training resource requirement through OSS/OST, then gain Sq/CC approval. For those individuals being trained at the FTU (initial qualification, requalification, and upgrade), FTU instructor(s) will coordinate the training plan and gain FTU Chief approval. The AF Form 4025, *Aircrew Summary/Close-Out Report* documenting the completed training will then be given to the unit's Stan/Eval section and the crewmember will be rechecked at the Sq/CC's discretion (exercised through Stan/Eval.)

1.17. Career Enlisted Aviator Skill Levels. CEAs are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted),* and skill level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8, *Certificate of Aircrew Qualification* as prescribed in AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program* is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of

skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of "K" prefix (aircrew instructor) and "Q" prefix (standardization and evaluation flight examiner).

1.18. Aircrew Training Quota Management. The following information describes AMC's policy and procedures for quota management. This policy was developed from requirements in AFI 36-2201, Volume 1, *Air Force Training Program,* AFI 36-2107 *Active Duty Service Commitments*, and AFI 11-412 *Aircrew Management*. This policy is mandatory for all AMC units.

1.18.1. AMC Units: Formal Aircrew Training requirements (except for Simulator Refresher requirements) will be submitted to the appropriate AMC/A3TF quota manager NLT 30 Sep for the following fiscal year. AMC/A3TF will consolidate and crosscheck requests with the Pilot Absorption Management System (PAMS) and submit to Air Staff via the annual Graduate Program Requirements Document (GPRD) Data Call and finalized at the annual Programmed Flying Training (PFT) conference.

1.18.1.1. Other MAJCOMS: Submit Formal Aircrew Training requirements to appropriate MAJCOM Functional Managers NLT 30 SEP for the following fiscal year. The Formal Aircrew Training requirements (except for Simulator Refresher requirements) will be internally coordinated by MAJCOM Functional managers and submitted to Air Staff via the annual GPRD Data Call and finalized at the annual Programmed Flying Training (PFT) conference.

1.18.2. OSS training offices will submit the rank, full name, SSAN, course, and class number to AMC/A3TF NLT 45 days prior to class start date (CSD). Please ensure that any internal processes are adjusted to meet this timeline. Training quotas not filled 30 days prior to CSD will be offered to the next unit on the AMC/A3TF standby list. OSS training offices should reconfirm all scheduled training with their units at least 10 days prior to CSD to ensure notification of training, active duty service commitments are established, and orders issued. Please submit all candidates for training quotas to AMC/A3TF.

1.18.2.1. All course prerequisites will be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Units will internally identify an alternate candidate for each allocated quota. If the primary candidate becomes unavailable 30 - 45 days prior to CSD, notify AMC/A3TF with the alternate's information. If the primary becomes unavailable within 30 days of CSD, contact your host MPF formal training section to locally substitute the alternate IAW AMCI 36-2204, *AMC Formal Training Program -* provide a copy of the local substitution letter to AMC/A3TF.

1.18.2.2. Foreign exchange officers cannot be locally substituted (they must also be identified when submitted to load against an allocation), send the replacement's full data to AMC/A3TF.

1.18.2.3. **(Added-TRAVIS)** Active duty squadrons should provide all class attendee names to OSTT a minimum of 60 days prior to class start date. OG/CC waivers, if required, will be requested and approved prior to submitting class attendee names or requesting classes in order to prevent cancellation. Reserve class attendees are due to AFRC through 349 OST a minimum of 60 days prior to class start date.

1.18.3. When submitting local upgrade (secondary method) requests, use the AMC/A3TF web-site: **https://private.AMC.af.mil/a3/a37t/dot/waivers/userlogin.cfm**.

1.18.3.1. Forward the following information to the appropriate quota manager: rank, name, upgrade, course, projected start, projected completion, and a point of contact. Inform via e-mail when training is complete. If the training being conducted would normally incur an active duty service commitment (ADSC), insure required counseling and AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement* is completed prior to start of training. Contact your local MPF Formal Training office for additional guidance. MILPDS training RIPs will automatically generate ADSC requirements.

1.18.3.2. **(Added-TRAVIS)** See **Paragraph 1.4.5.2**

1.18.4. When a training allocation cannot be filled, the OSS training office will notify AMC/A3TF so the quota may be reallocated. If circumstances prevent an identified candidate from attending the training (e.g., DNIF, unable to complete prerequisite training, etc.), inform AMC/A3TF immediately. Return all unused quotas to AMC/A3TF NLT 45 days prior to CSD.

1.18.5. All no-shows and late cancellations within 7 days of CSD must be explained. Forward an initial report of circumstances to AMC/A3TF quota management office within 24 hours of CSD. This initial notification will be followed by a memorandum of explanation from the OG/CC to AMC/A3T within one week. E-mail is the preferred method. Send to: **AMC.A3T@us.af.mil**

1.18.6. Global Reach Aircraft Commanders Course (GRACC). Active duty units will be given priority over AFRC and ANG units due to mandatory upgrade requirements for AMC crews established in paragraph **5.3.4.3**. Do not submit more than two candidates per wing per class without the GRACC scheduler's approval. Submit names NET 45 days and NLT 30 days prior to CSD. AMC/A3TF will release the class roster 30 days prior to CSD for units to confirm the names and make any necessary corrections. Unfilled quotas will be available 14 days prior to CSD and units will be notified. Cancellations must be received NLT four duty days prior to CSD to avoid a no-show. AMC/A3TF will not accept any additions 72 hours/3 days prior to CSD. Units can still cancel 24 hours prior to CSD to avoid a no-show being charged to the unit. Questions regarding GRACC Scheduling can be referred to AMC/A3TF, DSN 779-7881.

1.18.7. AMC/A3TF will maintain a standby list for each course offered. Send requests for additional quotas to AMC/A3TF for placement on the standby list. If unit capability is in jeopardy, AMC/A3TF will coordinate with Air Staff and AETC to add or reallocate additional quotas. AMC/A3TF quota managers will coordinate with the OSS training offices exclusively. Squadrons or individuals will be referred to their OSS training office. This policy is to ensure that all offices responsible for quota management are in-synch with each other and prevents lost seats. Please submit the name/phone number/e-mail for the primary and alternate point of contact for quota management in the OSS.

1.18.8. AMC units are prohibited from coordinating quota exchanges with other commands. OSS/OST training offices will forward all requests to the AMC quota manager for coordination with other commands. Please allow for extended coordination time when considering this option.

1.18.9. Senior Officer Training coordination. All Senior Officer Training is directed by AF/DPO, AF/DPG offices in coordination with MAJCOM Senior Leaders Management office and AMC/A3TF, and AETC/A3R. Questions regarding Senior Officer training Course, availability and prerequisites can be forwarded to AMC/A3TF @ DSN 779-3577. No formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202, Volume 1 defines initial qualification training. This chapter specifies minimum training requirements for initial qualification, requalification, conversion/difference qualification, and senior officer courses. Phase IA training is provided by the ATS contractor and consists of academic training and various ATDs. Following successful completion of Phase IA, Phase IB is conducted at the Formal Training Unit (FTU) where aircraft training is received. MCT training completes all remaining mission ready and qualification / certification training requirements. The sole method of KC-10 initial qualification is to attend and complete the appropriate formal training course listed at the ETCA website. The website address is: **https://etca.randolph.af.mil**/

2.2. Initial Qualification Training Prerequisites. Complete initial qualification prerequisites in accordance with **Table 6.1**, course syllabi, and AFI 11-202, Volume 1.

2.2.1. First Assignment Instructor Pilots (FAIPs), Operational Support Aircraft (OSA) Aircraft Commanders, and Major Weapon Systems (MWS) aircraft commanders meeting flying hour requirements in **Table 6.1** complete Aircraft Commander Initial Qualification (ACIQ) course. Graduates of Specialized Undergraduate Pilot Training (SUPT) and pilots not meeting the flying hour requirements will complete Pilot Initial Qualification (PIQ) course and comply with the Mobility Pilot Development Program (MPD) described in paragraph **5.2**.

2.2.1.1. MC-12 volunteers will be scheduled for KC-10 PIQ by the AMC/A3TF Quota Management Branch after completion of the MC-12 tour.

2.2.2. Before starting a formal initial qualification course, the student may begin training (e.g. CBT, workbooks, etc.) as permitted by the course syllabi. Voluntary self-study prior to course start date does not count as training time start date. See paragraph **1.7.1**.

2.3. Ground Training Requirements. Complete ground training requirements for initial qualification in accordance with AFI 11-202, Volume 1 and Chapters **2** and **6** of this publication. During formal training, aircrews may complete (and receive credit) for Mobility Training and Ancillary Training events in **Table 4.2**. See the appropriate formal training course syllabus.

2.3.1. All events in **Table 2.1** may be accomplished at formal school or in-unit during mission qualification/certification training. Do not delay graduation from FTU awaiting ground training. A Flight Physical, Physiological Training, G002, LL01, LL03 and SS01 are prerequisites prior to the first aircraft flight. The FTU will provide the gaining unit with documentation indicating completion of items from **Table 2.1**.

2.3.2. Completion of initial SERE schools according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Operations*, and initial aircrew flight equipment familiarization (during formal school) will establish the follow-on due dates (based on the date first completing the course) for recurring training requirements.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
E030	Primary Passport (Application)	All	6,8
E035	Secondary Passport (Application)	All	6,8
G002	Aircraft Marshaling Training and Examination	All	1,4,5
	Flight Physical	All	1,4
	Physiological Training	All	1,4
G060	Aircrew Tactics Continuation Training	All	4,6
G070	Aircrew Intelligence Training (AIT)	All	4,6
G080	Communications Procedures	All	4,6,10
G090	Anti-Hijacking	All	3,4
G100	Laws of Armed Conflict (LOAC)	All	3,4
G120	ISOPREP Review	All	4,6
G130	Instrument Refresher Course (IRC)	P	4
G150	Approach Plate Familiarization Training	FE,BO	3
G180	Cargo and Passenger Handling Procedures	BO	
G182	Hazardous Cargo Training	P,BO	4
G190	Aircraft Servicing	All	6
G231	Initial Crew Resource Management (CRM)	All	4
G280	Combat Arms Training	All	4
LL01	Aircrew Flight Equipment Familiarization	All	1,3,4
LL03	Emergency Egress Training - Non Ejection Seat	All	1,4
LL04	Aircrew Chemical Defense Training (ACDT)	All	4,6
LL05	Egress Training with ACDE	All	4,6
LL06	Aircrew Flight Equipment Training (AFET)	All	4
Q001	Open Book Qualification Examination	All	
Q002	Closed Book Qualification Examination	All	
SS01	Local Area Survival Training	All	1,4,7
SS19	Evasion Conduct After Capture	FS	3,4,11
SS20	Combat SERE Training, Wartime Level C	P,FE, BO	2,3,4,6,11
SS32	Water Survival Training, Non-Parachuting	All	2,3,4
VT01	Initial VTRAT	All	6,9

NOTES:

1. Required prior to first aircraft flight. Mandatory grounding item; individual will not fly until required training is accomplished. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs

first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.

2. Accomplish SS02 or SS05 if more than 36 months since completion of SS-19, SS20 or SS32.

3. Crewmembers in initial qualification or requalification are required to complete prior to flying to destinations OCONUS.

4. AFI 11-2KC-10 Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, paragraph **6**, refer to reference publications which provide guidance for accomplishment of ancillary training requirements.

5. Accomplish within 30 days of initial assignment or PCS per AFI 11-218, *Aircraft Operations and Movement on the Ground*.

6. Not required for BAQ, BMC crewmembers (i.e. crewmembers assigned to MAJCOM Headquarters, NAF, 618th AOC (TACC), and USAF Expeditionary Center), or Senior Officers.

7. Required prior to first flight at home station; students attending training at a location other than their permanent assigned base require SS01 prior to first flight at the training location as well.

8. To be certified as mission ready the individual is only required to submit the application for passport.

9. Prior MWS Initial VTRAT does not satisfy the requirement of VT01. Prior MWS crew members must attend VT01 for the KC-10.

10. For Flight Engineers and Boom Operators, only the Iridium Phone training portion of G080 is required.

11. If assigned Flight Surgeon has completed S-V80-A, log SS20 and not SS19.

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with AFI 11-202, Volume 1; AFI 11-2KC-10 Volume 1, **Chapter 3** and **Attachment 3**; and published KC-10 course syllabi.

2.5. Conversion/Differences Qualification Training Requirements. When possible, qualified personnel in other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. The following conditions will apply to the management of initial cadre aircrew qualification:

2.5.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion/differences training. Converting units may request initial cadre waiver of primary aircraft inventory (PAI) time requirement. Send waiver request through MAJCOM training staff in the format in paragraph **1.5.9**. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks section.

2.5.1.1. Initial cadre will not be designated in a crew position higher than currently held, e.g. C-130 mission pilot (MP) to KC-10 examiner pilot (EP), unless previously qualified at that level in the conversion aircraft, i.e. prior KC-10 EP.

2.5.1.2. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

2.6. Multiple Qualifications. Crewmembers will attend a formal initial qualification course for dual qualification in different MDS aircraft. Crewmembers maintaining dual qualification in different model aircraft will, as a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers; see paragraph **2.7**).

2.7. Senior Officer Qualification Training Requirements. AFI 11-202, Volume 1 identifies senior officer qualification requirements. Senior Officer Course (SOC) graduates will be assigned FTL E for continuation training purposes, and will not fly unsupervised in a primary crew position (see paragraph **4.3.1.5**).

2.7.1. After qualification IAW AFI 11-202, Volume 1, and with OG/CC approval, senior officers (assigned or attached) may seek training which leads to a higher FTL and/or qualification. The unit OSS/OST office is responsible for determining training requirements based on the senior officer's flying experience and familiarity with the weapons system. AMC/A3T or appropriate MAJCOM/A3T will approve the proposed training plan prior to execution.

2.7.1. **(TRAVIS)** 60 OSS/OST or 349 OSF/OST will determine and coordinate training requirements with AMC/A3TK and the squadron which the senior officer is assigned or attached to. Documentation of additional training will be kept on file at 60 OSS/OST, 349 OSF/OST, or squadron DOT (if applicable) in accordance with **Attachment 2** (aircrew training documentation).

2.7.2. In order to keep the course length to a minimum, and maximize the students' training time, a suite of CBT lessons must be viewed prior to attendance at the Senior Officer Course. These CBT lessons can be found at **https://www.kc10ats.com** .Contact AMC/A3TK for assistance (DSN 779-2553).

2.7.3. **(Added-TRAVIS)** 60 AMW Only: POC for all Travis Senior Officer Courses is 60 OSS/OSTT.

2.7.4. **(Added-TRAVIS)** 349 AMW Only: POC for all Reserve Travis Senior Officer Courses is 349 OSF/OST.

2.8. Flight Surgeons. Flight Surgeons are allowed to fly locally as defined by OG/CC and log time in their primary MDS while in training for initial (mission) qualification. See paragraph **3.5.5** for training requirements.

2.9. Requalification Training (RQT). An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in **Table 4.4**, Note 5 and **Table 4.5**, Note 3), failure of a periodic or spot evaluation, when downgraded by the Sq/CC, or completion of a qualification evaluation in a different MDS (unless authorized multiple qualifications). The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For Active Duty Service Commitments for aircrew training, see AFI 36-2107. See AFI 11-202 Volume 1 for additional requalification training limits and requirements.

2.9.1. Individuals requalifying as KC-10 crewmembers will complete in-unit or formal school training (IAW AFI 11-202, Volume 1) and accomplish those mission

qualification/certification events from Tables **2.1, 3.1, 3.2, 4.1,** and **4.2** that have expired or are overdue.

2.9.1.1. A thorough review of the individual's flying training/history documentation will be conducted by appropriate training authority (Sq/DOT for in-unit requalification, or FTU if formal school requalification) and items to be accomplished during the requalification will be determined. These items will be annotated on the AF 4024 in the individual's training folder and specified on the in-unit requalification letter if applicable.

2.9.2. Former KC-10 instructors may accomplish instructor requalification concurrent with basic requalification (in-unit or formal course) for their crew position. In all cases of loss of qualification exceeding 39 months, all special qualifications and certifications must be re-accomplished. If the gaining squadron commander determines that the individual requires additional seasoning prior to performing instructor duties, an individual can be certified as an aircraft commander (pilots) or basic qualification (flight engineers/boom operators) until the squadron commander determines the individual is ready to be certified as an instructor.

2.9.3. Requalification Training Courses. Unqualified crew members will complete the appropriate TX-1, TX-2, TX-3 (longest to shortest) courses outlined below.

2.9.3.1. Pilot, Flight Engineer, and Boom Operator TX-1, TX-2, TX-3 Courses:

2.9.3.1.1. Unqualified KC-10 crewmembers (over 8 years) will complete the Initial Qualification (PIQ, ACIQ, FIQ, BBQ) formal school flying training course (TX-1) and a flight evaluation. An active duty or reserve service commitment is required.

2.9.3.1.2. Unqualified KC-10 crewmembers (greater than 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment up to 8 Years) will complete the Requalification (PRQ, FRQ, BRQ) formal school flying training course (TX-2) as appropriate and a flight evaluation. An active duty or reserve service commitment is required.

2.9.3.1.3. Unqualified KC-10 crewmembers (up to 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment) will complete a Sq/CC directed requalification (TX-3) course in-unit and a flight evaluation. *Note:* The Requalification formal school flying training courses in **2.9.3.1.2** may be substituted for the in-unit training. An active duty or reserve service commitment is required if the formal course option is utilized.

2.9.3.1.3.1. Squadron Commanders may tailor or expand the TX-3 course based on individual proficiency and experience. Unqualified pilots will complete training in all delinquent items, additional training as directed by the squadron commander, and a flight evaluation. The flying unit Sq/CC will determine requirements for accomplishment of events from **Table 3.2** that are not continuation training events, e.g. M260, Fighter Deployment Operations.

2.10. Formal Training Unit (FTU) Guidance. The KC-10 Formal Training Units conduct training at two schoolhouses located at Travis AFB and Joint Base McGuire-Dix-Lakehurst . Specific course information is located in **Attachment 3** and KC-10 formal course syllabi located at the following CoP website: **https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=AM-OP-00-13**

Chapter 3

MISSION QUALIFICATION AND CERTIFICATION TRAINING

3.1. Description. This chapter establishes minimum mission ready criteria and training requirements to be accomplished during mission certification training (MCT). Except where specifically stated, squadrons may arrange mission sequence or sequence of items as necessary to use flying training hours effectively and accomplish the unit mission. All crewmembers will complete initial qualification (Phase IA/IB) and MCT, but are not necessarily required to be certified in the unit's mission before entering special certification (i.e. large formation, formation lead, etc.) training. Crewmembers in MCT may participate in exercises (see paragraph **1.6.2**).

3.1.1. Mission certification is the primary certification and must be completed prior to crewmembers deploying.

3.2. Time Periods for Mission Certification Training. See **Table 1.2** and **Table A3.3**. During this period crewmembers will complete remaining requirements from **Table 2.1**, the ground training requirements in **Table 3.1** and flying training requirements in **Table 3.2**. Upon successful completion, a crewmember will be mission ready (MR) after review and certification by Sq/CC or Review and Certification (R&C) Board for all aircraft commanders (AC) and all instructor candidates according to AFI 11-202V2 AMC Sup.

3.2.1. Upon completion of all MCT requirements from **Tables 3.1** and **3.2**, PCO, ACIQ and PRQ graduates will be counted as MR pilots for SORTS and TRP purposes and may fly as an FPQ on any crew, including operational missions. PCO, ACIQ and PRQ graduates are not MPs and may not fly as pilot-in-command until formally certified by the Sq/CC. See paragraph **5.2** for additional requirements for Mobility Pilot Development (MPD) pilot certification as aircraft commander.

3.2.2. Crewmembers flying during MCT (who are current and qualified in the aircraft) may fly without an instructor of like specialty on CONUS-only sorties. See paragraph **3.3.1** for minimum ground training requirements.

3.3. Ground Training Requirements. All crewmembers will accomplish any remaining events from **Table 2.1** that were not previously accomplished while at the FTU and the applicable events from **Table 3.1**. Complete all academic ground training events required for mission certification in the unit operational mission (not applicable for senior officers or staff officers maintaining BAQ). Training may be accomplished concurrently with other training.

3.3.1. Local training and CONUS missions may be flown before completing all events, provided Aircraft Marshalling Exam (G002), Flight Physical, Physiological Training, Aircrew Flight Equipment Familiarization (LL01), Egress Training (LL03) and Local Area Survival (SS01) are accomplished.

3.3.2. Graduates of the formal Pilot Check Out Course need only accomplish ground training events in which they have lost currency.

3.3.3. If required, complete formal course training events not accomplished at formal school.

3.3.4. The ATS contractor post-graduate questionnaire will be completed by the student prior to the individual being declared mission ready.

3.3.5. Certified or qualified MR crewmembers transferring between units will require a Flight Medicine clearance from the gaining base, Aircraft Ground Marshaling Training and Examination (G002), ISOPREP Review (G120), Aircrew Flight Equipment Familiarization (LL01), Local Area Survival (SS01), and unit-specific MR training events (and events in which they may have lost currency during the change-of-station). See paragraphs **1.12.1** and **3.4.2** for additional information.

3.3.6. Ground training events accomplished during MCT establish the crewmembers due dates for subsequent continuation training. Completion of Combat SERE Training, Wartime Level C (SS20) or Evasion Conduct After Capture (SS19) (FS Only), Water Survival Training, Non-Parachuting (SS32), and initial Aircrew Flight Equipment Familiarization (during formal school) establishes the due date (based on date of first completed course) for recurring Combat SERE Training (SS02), Conduct After Capture (SS03), Water Survival Training (SS05), and Aircrew Flight Equipment Training (LL06). Completion of SS20 or SS19 (FS only) also establishes the due date for recurring Laws of Armed Conflict (G100).

Table 3.1. Mission Certification Ground Training Requirements.

Code	Event	Crew Position	Notes
	Flight Physical	ALL	3
	Physiological Training	ALL	3
G002	Aircraft Marshalling Exam	ALL	1,3
LL01	Aircrew Flight Equipment Familiarization	ALL	1,3
LL03	Emergency Egress Training	ALL	3,5
SS01	Local Area Survival Training	ALL	1,3
G160	Overwater Navigation Procedures	P	4,5,6
V280	GRACC	P	2
G182	Hazardous Cargo	P,B	5

NOTES:

1. Accomplish upon arrival after each permanent change of station.

2. Only required prior to Aircraft Commander certification. See paragraph **5.3.2**.

3. Required prior to first flight.

4. Crewmembers in MCT are required to complete prior to flying to destinations OCONUS.

5. Credit may be awarded if the event was accomplished at the formal school or during in-unit upgrade.

6. Not required for current mission qualified KC-10 pilots that were Phase II/MCT complete prior to the publication date of this version of AFI 11-2KC-10V1.

3.4. Flying Training Requirements:

3.4.1. Complete mission certification flying training requirements in **Table 3.2**. Items accomplished to the appropriate proficiency level during FTU count toward this mission ready table. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level and accomplish continuation training requirements IAW Chapter 4. Continuation training

requirements will be prorated for all upgrade students (not initial qualification or requalification students), through the day prior to the first successful aircraft flight portion of their checkride (see **Table 4.6**). Crewmembers will credit all events accomplished during Phase IA, Phase IB and MCT IAW paragraph **4.4.1**. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) must fly in a supervised status when that event is required for a particular flight until the delinquent event or currency is corrected.

3.4.2. After arrival at the duty station following a PCS from the other KC-10 main operating base (MOB), crewmembers will receive a local area briefing and supervised local orientation flight. The lack of a local briefing and local flight does not preclude the crewmember from deploying as MR. Crewmember must accomplish all grounding items prior to the local orientation flight. See paragraphs **1.12.1** and **3.3.5** for additional information.

3.4.2. **(TRAVIS)** 60 AMW Only: All pilots will fly on a local orientation flight with an instructor pilot. The IP will point out local flying area patterns, restrictions, procedures, etc.

3.4.3. MPD Pilots selected for PCO upgrade certification training must re-accomplish all applicable events in **Table 3.2**, except for N013, N014, P260, P270, P280, and P290, with an emphasis on aircraft commander duties and responsibilities prior to certification.

Table 3.2. Mission Certification Flying Training Requirements.

Code	Event	P	FE	BO	Notes
F020	Formation	P			2
M260	Deployment Mission Planning	P	P		
M261	Airlift Deployment Operations	P	P		
M262	Fighter Deployment Operations	P	P		
N013	Rendezvous/AAR EMCON 3	B	B	B	2
N014	Rendezvous/AAR EMCON 4	B	B	B	2
P260	HAVE QUICK Radio Procedures	P			2
P270	Secure Radio Operation	P			2
P280	ACDTQT	1	1	1	
P290	Alert Start	B	B	B	
P300	Cargo Loading			P	
P340	Briefing and Control of Passengers			P	2
P379	Iridium Satellite Phone		P		2
Q022	Receptacle Equipped Day Fighter Certification			P	2,3
Q023	Receptacle Equipped Night Fighter Certification			P	2,3
Q180	Cargo Mission Evaluation			P	
R030	Receiver AAR, Heavyweight	P	P		1,2

R055	Receiver AAR, Anchor AARA	P			1,2
B – Briefing Item; P – Proficient; 1 – One Time Accomplishment					
NOTES:					
1. Not applicable to graduates of PIQ/ACIQ (until ready for AC certification).					
2. Events may be accomplished at formal school or in-unit during mission certification training.					
3. Accomplish in MCT if not accomplished in Phase IB. Refer to para **3.5.5.1.** and **5.6.3.** for exceptions					

3.5. Mission Certification Training (MCT). Flight training will be conducted by KC-10 instructors. See also paragraph **5.6** for information on Special Qualifications and Certifications. Crewmembers will be mission ready (MR) after completion of all ground training, mobility training, flying training requirements, and certification (if required).

3.5.1. MPD Pilots (Graduates of KC-10 Pilot Initial Qualification (PIQ). Refer to paragraphs **5.3.3** and **5.3.4**.

3.5.2. Graduates of KC-10 Aircraft Commander Initial Qualification (ACIQ) and Pilot Check Out Course (PCO). Refer to paragraph **5.3.5**.

3.5.2.1. ACIQ and PCO pilots' training should place emphasis on Aircraft Commander duties and the ability to lead a crew throughout the mobility system. When training is completed, the Sq/CC determines the individual's certification as an Aircraft Commander.

3.5.3. Graduates of KC-10FBP/KC10FIQ: The object of MCT is to provide graduated exposure to the duties of a KC-10 Flight Engineer prior to MF certification. MCT begins after the Phase IB evaluation and ends when all requirements in this chapter are completed. KC-10FBP students require both Phase IIA and Phase IIB for MF certification. KC-10FIQ students only require Phase IIA for MF certification.

3.5.3.1. Phase IIA: Begins after the Phase IB evaluation and ends when the requirements in this chapter are complete. FBPs need only to be signed off to the satisfactory level in M261 and M262 before progressing into Phase IIB; however, they must be observed proficient before completing Phase IIB. FBP students will fly local training sorties under IF supervision. FIQ student may fly local training sorties unsupervised.

3.5.3.2. Phase IIB: Begins at the conclusion of Phase IIA and is complete when the requirements below have been met. During this period the FBP may fly on local training sorties unsupervised.

3.5.3.2.1. Additional M261 and M262 must be completed and documented to a proficient level IAW **Attachment 2**.

3.5.3.2.2. The FBP/FF must have 150 hours of flight time after the Phase IB evaluation to achieve MF status. This requirement may be waived by the OG/CC on a case-by-case basis

3.5.3.3. For cargo missions only, FBP/FFs and FIQ/FFs may fill the second engineer augmentation requirement provided the other engineer is an IF. Crew augmentation criteria is outlined in AFI 11-2KC-10, Volume 3, *KC-10 Operations Procedures*.

3.5.3.4. FBP and FIQ students will not fly without instructor supervision on local training sorties where cargo loading is being accomplished.

3.5.4. Graduates of KC-10 BBQ: The object of MCT training for BBQs is to provide initial cargo load training to prepare KC-10 Boom Operators for their initial MSN (Cargo) evaluations.

3.5.4.1. MCT: Begins after the Phase IB evaluation and ends when the MCT requirements of this chapter are complete. May fly local training sorties unsupervised and log FB time. Q022 and Q023 should be completed during this phase if not accomplished during Phase IB. Booms will not be scheduled to refuel fighter type aircraft without an instructor until completion of Q022 and Q023 certification and documentation. The BBQ may be certified as an MB at the completion of MCT.

3.5.5. Flight Surgeon Mission Qualification Requirements. Before deploying or acting as aircrew in any aircraft other than their primary, flight surgeons must fly at least two sorties in their primary aircraft, complete all required ground training events listed in **Table 4.3** (for the primary aircraft), and accomplish flight surgeon testing on the AFDL website.

Chapter 4

CONTINUATION TRAINING

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain currency and qualification. The unit commander will ensure crewmembers receive sufficient continuation training to maintain individual proficiency.

4.2. Aircrew Status. KC-10 crewmembers are assigned to Mission Ready (MR), Non-Mission Ready (NMR), Basic Mission Capable (BMC), or Basic Aircraft Qualification (BAQ) status.

4.2.1. Mission Ready (MR). For Status of Resources and Training Systems (SORTS), operational tasking, and deployments, a MR crewmember is defined as one who is available and certified in the squadron's mission (completed qualification and mission certification training for applicable crew position).

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission. See paragraph **4.9** for specific guidance on crewmembers who are non-current or incomplete in required continuation training.

4.2.3. Basic Mission Capable (BMC). A non-mission ready (NMR) crewmember assigned to MAJCOM headquarters, NAF, 618th AOC (TACC), USAF Expeditionary Center, Contingency Response Wing (CRW), or Direct Reporting Unit (DRU) who has satisfactorily completed mission certification training and does not maintain MR status, but maintains familiarization in the command or unit's operational mission

4.2.3.1. The crewmember may maintain qualification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45 days.

4.2.3.2. BMC crewmembers may log instructor or examiner time for the portion of the mission for which they are current and qualified and performing instructor or examiner duties. Otherwise, they will log FP, FF or FB time.

4.2.4. Basic Aircraft Qualification (BAQ). A crewmember that has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft.

4.2.5. MR, BMC, and BAQ crewmembers must accomplish and/or maintain the requirements in AFI 11-202, Volume 1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables in **Chapter 4**.

4.3. Flying Training Levels.

4.3.1. The Sq/CC assigns crewmember Flying Training Levels (FTL) (see paragraph **1.4.6.5**). NMR crewmembers assigned to MAJCOM headquarters, NAF, 618th AOC (TACC), USAF Expeditionary Center, CRW, or a DRU are normally categorized as BMC and assigned FTL A or E. FTL A individuals may fly unsupervised on CONUS training missions provided they are current and qualified.

4.3.1.1. FTL A–Highly Experienced Crewmembers (including BAQ Highly Experienced Crewmembers pursuing MR status). As a guide, crewmembers having 10 or more years of operational flying experience (i.e., MR or NMR MAJCOM headquarters staff and

618th AOC (TACC) personnel; FTU instructors; NAF personnel; USAFEC instructors, WG/CC, OG/CC, and Sq/CC, operations officers, crewmembers assigned to OG evaluation positions, and instructors assigned primarily to staff duties). Sq/CC may assign highly experienced MR line crewmembers to FTL A.

4.3.1.2. FTL B–Experienced MR Crewmember (including BAQ Experienced Crewmembers pursuing MR status). As a guide, crewmembers having between 5-10 years of operational flying experience.

4.3.1.3. FTL C–MR Crewmember. Initially assign inexperienced MR crewmembers and inexperienced individuals pursuing MR status after initial qualification training to FLT C. As a guide, crewmembers having less than 5 years of operational flying experience.

4.3.1.4. FTL D–No longer used.

4.3.1.5. FTL E–BAQ or BMC non-instructor staff. This training level may include senior officers, MAJCOM, NAF, 618th AOC (TACC), CRW, and DRU staff who are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times.

4.3.2. Change of FTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. **Exception***:* Units associating FTLs with crew positions may change FTLs after upgrade i.e. instructor upgrade. BAQ crewmembers may be placed into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

4.4. Training Events/Tables. Standardized ARMS training event identifiers and descriptions can be found in **Chapter 7.** Unit defined events will be designated "X" events (i.e. X020) and listed in local supplement. Proration of training information can be found in **Table 4.6** and paragraph **4.8** of this AFI.

4.4. (TRAVIS)60 AMW Only: Local "X" events will be listed and defined within the "X" event letter signed by the OG/CC and maintained by 60 OSS/OST SharePoint website.

4.4.1. Crediting Event Accomplishment. Crewmembers may credit events accomplished during training, MCT, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. They must be qualified in the events and either current or under the supervision of an instructor. Use date of evaluation as the date of accomplishment for all flying training currency events that were trained during the formal course.   Crewmembers may credit G240, G250, and G292 refresher training upon satisfactory completion of evaluation of any formal course for the current quarter (use the evaluation date as the date of accomplishment). ATS courses are listed in **Table 6.2** (see paragraph **4.8** for proration). For upgrade students (not initial qualification or requalification students), continuation training events accomplished during upgrade training prior to the evaluation are credited towards the requirements for the current crew position. Do not log training events for the upgrading crew position prior to the evaluation.

4.4.2. For an unsatisfactory flight evaluation , do not log continuation training events items graded Q-3 (according to AFI 11-2KC-10 Volume 2) until re-qualified.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period. For G220, flight engineers must accomplish systems refresher material for the missed quarter.

4.4.4. Instructors and flight examiners may credit 50 percent of their total training requirements while instructing or evaluating. **Exception**: Instructor and Flight Examiner pilots may not credit any takeoffs, landings, or receiver air-to-air refueling (rendezvous may be credited) flown by another pilot. Instructor and examiner boom operators must accomplish all their own contacts.

4.4.5. Records and Documentation. Units will use AF Form 1522, *ARMS Additional Training Accomplishment Report* prescribed by AFI 11-202, Volume 1, to record training accomplishments. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. Combat arms training (G280) will be recorded on AF Form 522, *USAF Ground Weapons Training Data* IAW AFI 36-2226, *Combat Arms Program*.

4.5. Continuation Training Requirements.

4.5.1. Ground Training Events. Completion and tracking of continuation training is the responsibility of the individual crewmember. Crewmembers shall actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.1. **(TRAVIS)** A consolidated list of ground continuation training events, including local requirements and dual credits, is located on the OST SharePoint under Event Description Report (EDR). It details each event and how they are accomplished at Travis.

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Tables 4.1**, **4.2**, and **4.3**.

4.5.2.1. Failure to accomplish events in **Table 4.1** or noted events of **Table 4.3** leads to non-mission ready status. See paragraph **4.9** for regaining mission ready status.

4.5.2.2. Failure to complete mobility training requirements in **Table 4.2** does not lead to non-mission ready status but may restrict member from certain missions requiring the associated training. Staff crewmembers (i.e. MAJCOM, NAF, 618th AOC (TACC), USAF EC, etc.) may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment (ARMS office).

4.5.2.3. Ancillary Training. See paragraph **4.7**.

4.5.2.4. Crewmembers performing extended alert duty (more than 72-hours) may accomplish ground training that does not degrade required response time or mission accomplishment. Specify requirements and or restriction in MAJCOM supplement and local supplement.

4.5.2.4. **(TRAVIS)** Crewmembers will coordinate any applicable ground training through their Aircraft Commander and unit chain of command (or C2 agency if away from home station).

4.5.2.5. Flight Surgeons use requirements in **Table 4.3**.

4.5.2.6. All training events will be recorded in ARMS.

4.5.2.6.1. Training events conducted during block training or phase training may be consolidated under one ARMS entry.

4.5.2.6.2. Combined training events may have only one ARMS entry.

4.5.2.6.3. Input all one-time events and events required for Permanent Change-of-Station (PCS) in the ARMS database. Do not maintain these events on the crewmembers' currency reports.

4.5.2.6.4. **(Added-TRAVIS) 60 AMW Only:** In order to alleviate confusion and meet the intent of AFI33-201V2, **paragraph 5**, all boom operators and flight engineers will attend G080, Communications Procedures, in its entirety to earn credit for Iridium phone training.

Table 4.1. Aircrew Ground Continuation Training Requirements.

(Failure to accomplish = NMR).					
Code	**Event**	**Position**	**Freq**	**Reference Directive**	**Notes**
	Flight physical	All	455d	*AFI 48-123* *AFI 44-170*	1,10,11
	Physiological training	All	60M	*AFI 11-403*	1,5,10,11
G060	Aircrew Tactics Continuation Training	All	SA		2,3,6,9,11
G070	Aircrew Intelligence Training	All	A	*AMCI 10-450(S)*	2,3,6,11
G080	Communication Procedures	All	365D	*AFI 33-201V2*	2,3,6,11,12
G090	Anti-Hijacking	All	B	*AFI 13-207*	2,11
G130	Instrument Refresher Course	P	12M	*AFMAN 11-210*	8,11
G150	Approach Plate Familiarization Training	FE, BO	B		2
G182	Hazardous Cargo	P	T	*AFMAN 24-204(I)* *AFJI 11-204*	2
G182A		BO	24M		
G190	Aircraft Servicing	All	T		2,7
G220	Aircraft Systems Refresher	FE, BO	Q		2,4,7
LL03	Emergency Egress Training, Non-Ejection	All	T	*AFPD 11-3* *AFI 11-301v1*	1,11
LL06	Aircrew Flight Equipment Training	All	T	*AFI 11-301v1*	2,11
SS02	Combat SERE Training (CST)	All	36M	*AFI 16-1301*	2,6,11
SS05	Water Survival Training (WST)	All	36M	*AFI 16-1301*	2,6,11
*A-Annual, B-Biennial, D-Days, M-Months; Q-Quarterly, SA-Semi-Annual, T-Triennial; See **Terms** for frequency definitions*					

NOTES:

1. Mandatory grounding item; individual will not fly until required training is accomplished. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.

2. The OG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.3**.

3. CONUS sorties not requiring this event may be accomplished while non-current for this event (see para **4.9.3.1**).

4. Should be accomplished during G292 for boom operators.

5. Physiological Training expires 5 years after the last day of the month in which previously accomplished.

6. Not required for BAQ, BMC crewmembers (i.e. crewmembers assigned to MAJCOM Headquarters, NAF, 618th AOC (TACC), and USAF Expeditionary Center), or Senior Officers unless specified in this AFI or AOR SPINS.

7. Frequency is semi-annual for MAJCOM, NAF, and AFMC Boom Operators.

8. Pilots on active flying status must complete the IRC every fourth quarter after completion IAW AFMAN 11-210, *Instrument Refresher Program (IRP)* and AFI 11-202 Volume 1.

9. OG/CCs may specify an alternate frequency for Tactics training, but not less than "Annual."

10. Flight Physical, Physiological Training, and Flight Records Review are all tracked on the top of each crewmember's Individual Training Summary (ITS). Therefore, there is no longer a need to assign and track these training events in the training module of ARMS.

11. AFI 11-2KC-10 Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, paragraph **6**, refer to reference publications which provide guidance for accomplishment of ancillary training requirements.

12. Iridium Phone portion of G080 is only required for Flight Engineers and Boom Operators.

Table 4.2. Aircrew Specific Mobility Training Requirements.

(Failure to Accomplish = Restrictions May Apply; events may restrict crewmembers' ability to participate in missions requiring the event).				
Code	**Event**	**Freq**	**Reference Directive**	**Notes**
C040	Mobility Folder Review	AR	*AFI 36-507* AFMAN 10-401 Vol II	1,2,6
E030	Passport (Primary)	60M	*Foreign Clearance Manual*	1,3
E035	Secondary Passport	AR	*Foreign Clearance Manual*	1,3
G120	ISOPREP Review	180D	*JP 3-50*	1,4
G280	Combat Arms Training	24M	*AFI 36-2226* *AFI 31-207*	1,5
LL04	Aircrew Chemical Defense Training (ACDT)	B	*AFI 11-301v1*	1,6
SS03	Conduct After Capture (CAC)	36M	*AFI 16-1301*	1,6
SS07	Contingency SERE Indoctrination	AR	*AFI 16-1301,* *COCOM Directive*	1,7

VT05	Threat Recognition Refresher	A		6,8

*A-Annual, AR-As Required, B-Biennial, M-Months. See **Terms** for frequency definitions*

NOTES:

1. AFI 11-2KC-10 Vol1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, para **6**, refer to reference publications which provide guidance for accomplishment of ancillary training requirements.

2. See Unit Deployment Manager (UDM) for Mobility Folder Review frequency and additional USAF Ancillary and Mobility requirements.

3. Due date should be 3 months prior to passport expiration to prevent passport from expiring.

4. Review of ISOPREP card within 90 days prior to AEF/Contingency deployment is mandatory.

5. IAW AFI 36-2226, "MAJCOMs may link Group A aircrew firearms training to an aircrew ground training cycle program." Active Duty aircrew will follow requirement of **Table 4.2** of this AFI. AFRC requirements are defined in AFI 36-2226.

6. The OG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.3**.

7. Units may use suffix "E" for Enduring Freedom, "I" for New Dawn and "H" for Horn of Africa.

8. Not required for crewmembers assigned to MAJCOM Headquarters, NAF, 618th AOC (TACC), Senior Officers and USAF Expeditionary Center. These individuals do require VTRAT training to occupy any primary crew member position while operating in an area declared as a combat zone.

Table 4.3. Flight Surgeon Continuation Training and Mobility Requirements.

(Failure to Accomplish = Restrictions May Apply; events may restrict crewmembers' ability to participate in missions requiring the event).				
Code	**Event**	**Freq**	**Reference Directive**	**Notes**
	Flight Physical	455D	*AFI 44-170 AFI 48-123*	1,5,6
	Physiological Training	60M	*AFI 11-403*	1,6
C040	Mobility Folder Review	AR	*AFMAN 10-401 AFI 36-507*	2,4,6
E030	Passport (Primary)	60M	*Foreign Clearance Guide*	2,6
E035	Secondary Passport	AR	*Foreign Clearance Guide*	2,6
FF00	Flight Surgeon Sortie	60d	*AFI 11-202v1*	11
FF11	Day Sortie	6 per SA	*AFI 11-202v1*	8,9
FF12	Night Sortie	SA	*AFI 11-202v1*	8,9,10
G090	Anti-Hijack Training	OT		3,6
G120	ISOPREP Review	180D	*JP 3-50*	2, 6
G230	CRM, refresher	A		3,4,6
LL01	Aircrew Flight Equipment Familiarization	OT	*AFI 11-301v1*	4

LL03	Emergency Egress Training, Non-Ejection Seat	B	*AFI 11-301v1*	1,6
LL04	Aircrew Chemical Defense Training (ACDT)	OT	*AFI 11-301v1*	2,3,4, 6
LL05	Egress Training with ACDE	OT	*AFI 11-301v1*	2,4,6
Q001	AFDL FS Test	17M	*AFI 11-2MDSv2*	
SS01	Local Area Survival	AR	*AFI 16-1301*	2,4,6
SS02	Combat SERE Training (CST)	36M	*AFI 16-1301*	2,3,6, 7
SS03	Conduct After Capture (CAC)	36M	*AFI 16-1301*	2,3,6, 7
SS05	Water Survival Training (WST)	36M	*AFI 16-1301*	3,6
SS07	Contingency SERE Indoctrination (CSI)	AR	*AFI 16-1301, COCOM Directive*	2,6

A-Annual, AR-As Required, B-Biennial, D-Days, M-Months, OT-One Time; See **Terms** *for frequency definitions*

NOTES:

1. Mandatory grounding item.

2. Flight Surgeons without an aviation unit mobility requirement (e.g. non-operational staff or leadership role in Aerospace Medicine, and Flight Surgeons undergoing training in the USAF Residency in Aerospace Medicine) do not need to accomplish this training.

3. The OG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.**

4. Accomplish upon arrival after each permanent change of station or change in MDS.

5. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.

6. AFI 11-2KC-10 Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph **6**, refer to AF/A3O-AT reference publications for current ancillary training frequencies. See event description in Chapter 7 for additional information.

7. S-V80-A establishes an initial training completion date for SS02, SS03, and SS20. S-V88-AL establishes an initial training completion date for SS02, SS03, and SS19.

8. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless deployed away from their primary unit for more than 90 days.

9. Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements.

10. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.

11. See para **4.5.3.5**

4.5.3. Flying Continuation Training Requirements. **Tables 4.4** and **4.5** list standardized flying continuation training requirements. See **Chapter 7** for event descriptions.

4.5.3.1. ATD Credit for Training Requirements. Flight events creditable in the ATDs are listed in **Tables 4.4** and **4.5**. For ARMS tracking, simulator events will be logged with an "S" prefixed task ID in ARMS. All simulator accomplishments must be documented and tracked in ARMS.

4.5.3.2. As a minimum, Senior Officers and all other crewmembers maintaining BMC or BAQ status in the KC-10 will maintain FTL E requirements. Senior Officers on MR status will comply with **Table 4.4**. FTL E crewmembers must always fly with an instructor of like specialty. This requirement also applies to additional aircraft an individual may be qualified in (see multiple qualifications). See AFI 11-2KC10V3, AFI 11-202, V1, and AFI 11-401 for additional restrictions when flying with passengers.

4.5.3.3. Continuation Training Flying. Each MAJCOM provides flying hours to each wing as training, test, and ferry hours or operations and maintenance (O&M) hours. The hours, based on FTL C, are designed to provide all crew positions with sufficient hours to accomplish all continuation flying training requirements.

4.5.3.4. Mission profile and refresher simulators will be flown in the same manner as the aircraft, to include the wear and use of professional gear (headsets, helmets, etc.).

4.5.3.4.1. Simulator sorties will be scheduled as ground events in GDSS (if able) and sortie cancellation authority will reside with the OG/CC (or designated representative).

4.5.3.4.2. Pre-requisites for simulator training must be completed prior to the sim start time or the training will be cancelled. AFRC members should accomplish CBTs prior to sims, but the sortie will not be cancelled if this is not accomplished.

4.5.3.5. Flight Surgeon Continuation Flying Requirements. Flight Surgeons will comply with the requirements of this volume and AFI 11-202, Volume 1. Flight surgeons require one sortie in any qualified MDS every 60 days. See AFI 11-202, Volume 1 table for flying continuation-training requirements. See paragraph **4.9.1.2.3** for regaining mission ready status.

Table 4.4. KC-10 Pilot Semi Annual Continuation Training Flying Requirements.

Code	Event	Aircraft Commander (FPL+)					Pilot (FPC+)				Creditable in WST			Notes
		A	B	C	E	CUR	A	B	C	CUR	%	Maintain	Regain	
F020	Formation	2	2	3		Q	2	2	3	Q	50/33%	Y	N	15,19
F030	Large Formation	A	A	A		A	A	A	A	A	100/0%	Y	N	15,20
F060	AAR Formation	1	1	2			1	1	2		100%	Y	Y	15
G240	CRM WST	A	A	A		A	A	A	A	A	100%	Y	Y	11,21,23
G250	Refresher WST	Q	Q	Q		Q	Q	Q	Q	Q	100%	Y	Y	8,17,23

M010	Proficiency Sortie	2	2	2			2	2	2		100%	Y	Y	14,15
M020	Unit-Specific Sortie	4	4	4			4	4	4					
M030	Oceanic Sortie	1	1	2			1	1	2					3, 6,22
M050	Tactical Sortie	A	A	A		A	A	A	A	A	100%	Y	Y	6,15,18
N010	Tanker RV	4	5	6		Q	4	5	6	Q	100%	Y	Y	
N020	Tanker/Receiver RV Golf (En-route)	1	1	2			1	1	2		100%	Y	Y	
N030	Tanker RV Delta (Point Parallel)	1	1	2			1	1	2		100%	Y	Y	

		Aircraft Commander (FPL+)					Pilot (FPQ)				Creditable in WST			
Code	**Event**	**A**	**B**	**C**	**E**	**C U R**	**A**	**B**	**C**	**C U R**	**%**	**Maintain**	**Regain**	**Notes**
N010	Tanker RV	4	5	6		Q	4	5	6	Q	100%	Y	Y	
N020	Tanker/Receiver RV Golf (En-route)	1	1	2			1	1	2		100%	Y	Y	
N030	Tanker RV Delta (Point Parallel)	1	1	2			1	1	2		100%	Y	Y	
N040	Tanker RV Alpha (Anchor)	1	1	1			1	1	1		100%	Y	Y	
P004	MPD Taxi						2	4	4					
P005	Taxi Exercise	1	2	2			2	2	2					16
P010	Takeoff, Initial	2	4	6	2	Q	2	4	6	Q	100%	Y	Y	15
P020	Takeoff	8	10	12	6	M	8	10	12	M	100%	Y	Y	5,15
P028	Right Seat Takeoff										100%			7,15
P029	Left Seat Takeoff						2	3	3	Q	100%	Y	Y	15
P061	VFR Overhead	A	A	A		A	A	A	A	A	100%	Y	Y	15,
P062	Tactical Departure	A	A	A		A	A	A	A	A	100%	Y	Y	6,9,15,18
P063	Tactical Arrival	1	1	1			1	1	1		100%	Y	Y	6,10,15,18
P064	Slide	1	1	1			1	1	1		100%	Y	Y	6,15,18
P065	Single-Ship Scram	1	1	1			1	1	1		100%	Y	Y	6,15,18
P066	Steep Turn	1	1	1			1	1	1		100%	Y	Y	15
P067	Contingency Rejoin	A	A	A		A	A	A	A	A	100%	Y	Y	6,15,18
P068	Combat Descent	A	A	A		A	A	A	A	A	100%	Y	Y	6,9,15,18
P069	Defending Climb	A	A	A		A	A	A	A	A	100%	Y	Y	6,9,15,18
P070	Instrument Appr	6	8	12	6	M	6	8	12	M	100%	Y	Y	5,15
P080	Inst Appr-Auto	2	2	2			2	2	2		100%	Y	Y	15
P090	Inst Appr-Manual	2	2	2			2	2	2		100%	Y	Y	15
P100	Precision Approach	3	3	3	2		3	4	6		100%	Y	Y	15
P110	Non-precision Approach	3	3	3	1		3	3	3		100%	Y	Y	15

Code	Event	A	B	C	E	C U R	A	B	C	C U R	%	Maintain	Regain	Notes
P116	NDB Approach	1	1	1			1	1	1		100%	Y	Y	15
P117	GPS Approach	1	1	2			1	1	2		100%	Y	Y	15
P130	Circling Approach	1	2	2			1	2	2		100%	Y	Y	15
P140	Vis Traffic Pattern	2	2	2			2	2	2		100%	Y	Y	15
P150	Missed Approach—Auto	1	1	2			1	1	2		100%	Y	Y	15
P160	Missed Approach—Manual	1	1	2			1	1	2		100%	Y	Y	15
P190	Landing	8	10	12	6	M	8	10	12	M	100%	Y	Y	5,15

		Aircraft Commander (FPL+)					**Pilot (FPQ)**				**Creditable in WST**			
Code	Event	A	B	C	E	C U R	A	B	C	C U R	%	Maintain	Regain	Notes
P192	Landing, Night	2	2	2	2	Q	2	2	2	Q	100%	Y	Y	15
P198	Right Seat Landing										100%			7,15
P199	Left Seat Landing						2	3	3	Q	100%	Y	Y	15
P200	Touch-and-Go					M					100%	Y	Y	4,15
P260	HAVE QUICK Radio Procedures	A	1	1			A	1	1					
P270	Secure Radio Operation	A	1	1			A	1	1					
P280	ACDTQT	T	B	A			T	B	A		100%	Y	Y	
R010	Receiver AAR	4	5	6		45D					100%	Y	N	2,5,13,15
R013	Rcvr AAR, Aircraft	2	2	3		Q								2,12
R020	Rcvr AAR, Night	1	2	3							100%	Y	Y	2,15
R030	Rcvr AAR, Heavyweight	A	A	1							100%	Y	N	2,15
R040	Rcvr AAR, Breakaway	1	1	1			1	1	1		100%	Y	Y	2,15
R050	Rcvr AAR, Tanker AP off	1	2	2										2
R055	Rcvr AAR, Anchor AARA	1	1	2							50%	Y	N	1,2,15
R060	Tanker AAR	4	5	6		Q	4	5	6	Q	100%	Y	Y	15
R070	Tanker AAR, Breakaway	2	2	2			2	2	2		100%	Y	Y	15
R080	Tanker AAR, AP Off	1	1	1			1	1	1					
R090	Tanker AAR, Slow Speed	1	1	1			1	1	1		100%	Y	Y	15

A-Annual, B-Biennial, D-Days, M-Monthly, N-No, Q-Quarterly, T-Triennial, Y-Yes; See Terms for frequency definitions

NOTES: The OG/CC or equivalent is the waiver authority for events in **Table 4.4**. See paragraphs **1.5.2** and **4.9.3**. Currencies do not apply to FTL E crewmembers. FTL E training requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times.

1. FTL A and B individuals can credit 100% in the WST.

2. Crewmembers who qualified through a senior staff course are not permitted to accomplish receiver AAR with passengers onboard the aircraft.

3. Two oceanic sorties may be credited if total mission time exceeds 30 flight hours (AFRC crewmembers may log two oceanic sorties if total mission time is less than 30 flight hours) and the pilot logs primary, secondary, instructor, or evaluator time during oceanic crossings.

4. Applies to touch-and-go certified aircraft commanders only. Does not apply to Instructor or Evaluator Pilots. Loss of currency does not result in loss of mission ready status.

5. Loss of currency exceeding six months in the following events requires requalification training according to paragraph 2.9: P020, P070, P190 and R010 (only applies to those individuals who have a current Form 8 with a receiver AR qualification.

6. Not required for BMC crewmembers, Senior Officers, or pilots assigned to MAJCOM Headquarters, NAF, 618th AOC (TACC), and USAF Expeditionary Center.

7. No minimum number required or established; applies to all pilots (to include aircraft commanders and higher). May be logged in the aircraft or WST. Dual log P028/P029 with P010/P020 and P198/P199 with P190/P192. Goal is to track pilots' accomplishment of events in both seats.

8. Semi-Annual requirement for pilots assigned to MAJCOM Headquarters, NAF, 618th AOC (TACC), and USAF Expeditionary Center.

9. WST only.

10. Low Altitude/High Speed Arrival option is WST only.

11. CRM training conducted by the ATS contractor as part of yearly refresher missions. G240 requires prerequisite academics (G230), which is conducted as part of the pre-briefs for the CRM refresher missions. Pilots dual log G240 with G250.

12. Dual log R010 when accomplish R013.

13. Sixty (60) day currency for FTL A/B Aircraft Commanders (MP) and above.

14. If accomplishing an M010 in the WST, pilots should focus on instrument proficiency with all engines/systems operating. This event is not intended to be logged while handling multiple aircraft malfunctions.

15. WST requires full operational motion and visual systems in order to credit the event.

16. MPD Pilots will dual log a P004 when performing P005.

17. MPD Phase II Pilots should accomplish at least half of their G250 WST periods in the left seat to provide seasoning for aircraft commander certification. G250 is not required if Phase IA of qualification or upgrade training was accomplished during that quarter.

18. As a minimum, MPD Pilots require proficiency in PNF duties for tactical maneuvers. Aircraft Commanders require proficiency in PF duties for tactical maneuvers.

19. FTL A & B individuals can log 50% (1 event per semi-annual period) in the WST whereas FTL C individuals can only log 33% (1 event per semi-annual period) in the WST.

20. Not an annual continuation training flying requirement unless certified in large formation. FTL C individuals cannot log F030 in the WST.

21. G230 and G240 are not required if Phase IA of qualification or instructor upgrade training was

accomplished during that year.

22. Annual requirement for pilots assigned to MAJCOM Headquarters, NAF, 618th AOC (TACC), and USAF Expeditionary Center.

23. Must be accomplished with at least one qualified Aircraft Commander on the crew. (ARC may substitute an FTL A FPQ for an AC, if needed).

Table 4.5. Flight Engineer / Boom Operator Semi Annual Continuation Training Flying Requirements.

Code	Event	Flight Engineer					Boom Operator					Creditable in ATD			Notes
		A	B	C	E	CUR	A	B	C	E	CUR	%	Maintain	Regain	
G240	CRM WST	A	A	A		A	A	A	A		A	100%	Y	Y	
G250	Refresher WST	Q	Q	Q		Q						100%	Y	Y	5,
G292	Refresher BOT						Q	Q	Q		Q	100%	Y	Y	8
M010	Proficiency Sortie	3	4	6		60D	A	A	A						3
M050	Basic Tactical Sortie	A	A	A		A	A	A	A		A	100% WST	Y	Y	4,6
P280	ACDTQT	T	B	A			T	B	A			100% WST/FTD/ BOT	Y	Y	
P300	Cargo Loading										120D				1,3,7,8
P332	Boom Operator APU Start Proc						1	1	1			100% FTD/WST	Y	Y	
R010	Receiver AAR	2	2	4								100% FTD/WST	Y	Y	
R030	Rcvr AAR, Heavyweight	1	1	2								100% FTD/ WST	Y	Y	
R060	Tanker AAR	2	2	4								100% FTD/WST	Y	Y	
R070	Tanker AAR, Breakaway						1	1	2			100% BOT	Y	Y	
R120	Contacts						25	33	44		60D	50% BOT 5 per BOT	N	N	2,3
R130	Night Contacts						4	5	6						
R140	Tanker Manual Contacts						2	3	4			2 per BOT	Y	Y	
R150	Fighter Contacts						2	2	2		180D				
R170	Tanker Heavywt Offload	1	1	2								100% FTD/WST	Y	Y	

A-Annual, B-Biennial, D-Days, N-No, Q-Quarterly, T-Triennial, Y-Yes,
See Terms for frequency definitions

Notes: OG/CC or equivalent is the waiver authority for events in **Table 4.5**. See paragraphs **1.5.2** and **4.9.3**.

1. P300 currency for all FTL A/B personnel is 180 days.

2. R120 Currency is Quarterly for MAJCOM Headquarters, NAF, 618th AOC (TACC), USAF Expeditionary

Center, AFMC Test Boom Operators, and Det 1 AMCAOS. .

3. Loss of currency exceeding six months in the following events requires requalification training according to paragraph **2.9**. Controlling events–Flight Engineers: M010; Boom–Operators: R120 and P300.

4. Not required for crewmembers assigned to MAJCOM Headquarters, NAF, 618th AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in MAJCOM supplement

5. Frequency is semi-annual for MAJCOM Headquarters, NAF, 618th AOC (TACC), USAF Expeditionary Center, AFMC Test Boom Operators, and Det 1 AMCAOS. .

6. Instructors/evaluators may receive credit when observing, instructing, or performing evaluator duties.

7. Home static load may be logged by two cargo-qualified BOs (a third boom may log a cargo load if fulfilling the IB role). Training level C booms will not log more than 2 static loads per year

8. Frequency is semi-annual for MAJCOM Headquarters, NAF, 618th AOC (TACC), USAF Expeditionary Center, AFMC Test Boom Operators, and Det 1 AMCAOS Boom Operators.

4.6. Flight Surgeon Continuation Flying Requirements. Flight Surgeons will comply with the requirements of this volume and AFI 11-202, Volume 1. Flight surgeons require one sortie in any qualified MDS every 60 days. See AFI 11-202, Volume 1 table for flying continuation training requirements. Flight surgeons that are fully qualified in their primary unit aircraft, can fly as a crewmember on any USAF aircraft provided they receive the required basic egress training from a qualified crewmember for that aircraft. See **Table 4.3** for flight surgeon ground continuation training requirements.

   4.6.1. Any flight surgeon logging time in this MDS as a secondary airframe, or any AMC-assigned flight surgeon logging time in any DoD or foreign military aircraft in which they are granted authorization to fly by the local unit, must be on Aeronautical Orders assigning ASC 8A status and be current in their periodic flight physical and physiological training. The AC or their designated crewmember must also give FS a briefing on oxygen equipment and egress procedures prior to flight. Note: Initial Qualification requirements (in Chapters 2 and 3) only apply to the Flight Surgeon's primary aircraft.

      4.6.1.1. For contingency/AOR missions, Flight Surgeons must also be current in the following events (in their primary aircraft): SS02, SS03, SS19 (S-V88-AL) or SS20 (S-V80-A) and G120.   Note: Other AOR requirements not listed in this AFI also will be completed IAW AMC OPORD.

4.7. Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2KC-10 Volume 1 is not the governing directive for completion of ancillary training events. In accordance with AFI 11-202 Volume 1, the source AFI provides training frequency for these events unless an approved waiver has been authorized.   See Unit Deployment Manger representative to ensure compliance with additional non-aircrew specific training requirements.

4.8. Proration of Training. AFI 11-202, Volume 1 describes proration of training requirements for crewmembers not available for flying duties. See Para **3.4.1** for proration of students. In addition, prorate training for non-availability due to contingency alerts and contingency flying TDYs when the contingency precludes training for certain mission events. This authority must

be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.8.1. Use this formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number (e.g. 5.6 rounds to 5), but not less than 1 unless the individual was available for less than 15 days during the SA period.

4.8.1.1. Use **Table 4.6** to determine the number of months available. Prorate only if absence is at least 15 cumulative days. For contingency alerts and contingency flying TDYs non-consecutive periods of non-availability can be combined for proration purposes.

4.8.1.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same model aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7-days after sign-in for CONUS and 14-days after sign-in for OCONUS or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.8.2. Units may also prorate requirements for individuals changing training levels. If requirements are prorated do not credit events accomplished while in the former FTL.

Table 4.6. Individual Availability.

Days Available	Months Available
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
> 166	6

4.9. Failure to Complete Training Requirements. Declare individuals NMR if they 1) fail to maintain flying currencies from **Tables 4.4** and **4.5**, 2) fail to complete semi-annual flying continuation training requirements from **Tables 4.4** and **4.5**, or 3) fail to complete ground continuation training requirements from **Table 4.1** or **Table 4.3**. for Flight Surgeons. The following guidance applies:

4.9. (TRAVIS)Failure to Complete Training Requirements. Squadrons will notify 60 OSS/OST or 349 OSF/OST (via e-mail attachment or hardcopy) at least semiannually annotating any semi-annual events which were not accomplished during the training period. This notification will serve to maintain continuity of NMR crewmembers when the ARMS tables roll to the new training period and prevent consecutive waivers. 60 OG use 60 OSS/OST format and squadron letterhead. Specify the number and type of events that were not completed and also

specify if the squadron intends to pursue a waiver for the items or require training to regain mission-ready (MR) status. The squadron will maintain the master copy of each letter and annotate in pen the date each event is completed and the date the individual is returned to MR status. OST will provide a central share point location for scanned copies of these letters to facilitate cross flow of information and MR status between flying squadrons.

4.9.1. Failure to Maintain Flying Currency (**Tables 4.4** and **4.5**)

4.9.1. **(TRAVIS)** Aircrew members filling deployment requirements to KC-10 flying units should remain current throughout the duration of their deployment. See **Paragraph 1.5.8 (TRAVIS)** For waivers while deployed.

4.9.1.1. Flight Training Currency. Flight currency is associated with those events denoted in the flying continuation training tables by a specific period of time (monthly, quarterly, semi-annual, or annually) within which an event must be accomplished. A currency event must be accomplished at least once within that specified time in order to maintain the currency.

4.9.1.2. Loss of Currency. Place individuals non-current in one or more currency events in supervised training status for that event and declare them NMR in those unit missions requiring that event. Crewmembers are "non-current" the following calendar day after event currency expires (i.e. a crewmember, who accomplished a monthly currency event on 5 September, becomes non-current on 1 November).

4.9.1.2.1. For all non-current events, place individuals in supervised training status for that event and declare them NMR in unit missions requiring the event. The crewmember cannot deploy and may not fly unsupervised OCONUS until currency is regained. Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s). EXAMPLE: If the individual is non-current for tanker air refueling, the individual may fly unsupervised on CONUS sorties which are not scheduled for and do not accomplish tanker air refueling.

4.9.1.2.2. A Pilot non-current in Takeoff (P010 or P020), Landings (P190), Approaches (P070), or Refresher WST (G250) will not fly unsupervised on any sortie. A Pilot non-current in Formation (F020) may regain currency under the supervision of an IP in another aircraft of the formation if instructor manning prevents direct IP supervision. The optimum position for the IP is the last aircraft so they may monitor all aircraft of the formation.

4.9.1.2.3. Flight Surgeon loss of flying currency. Units will notify the MAJCOM Command Surgeon of Flight Surgeons exceeding 60-days between sorties (AMC units send notification to AMC/SGP and local MDG/CC). Flight surgeons that exceed 60 days between sorties require a review of aircraft exits and oxygen systems conducted by a member of the flight crew designated by the Aircraft Commander (AC) prior to the flight to regain flying currency.

4.9.1.2.3.1. The egress review will be signed off by the AC on a copy of the AMC/SGP memo or other approved form (e.g., AF 1522, locally generated form/memo, etc.). Note: documentation on AFTO 781 is not acceptable. The Flight surgeon must submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office after the flight or upon return

to home station if the flight is in conjunction with a TDY. The HARM or SARM will place the documentation in the flight surgeon's training folder.

4.9.1.2.3.2. Failure to complete and document required training before the flight will result in the loss of ability to log primary flight surgeon time.

4.9.1.3. Regaining Currency.

4.9.1.3.1. Loss of Currency up to 6-Months. Crewmembers maintain their current training level and no training folder is required. Crewmember must demonstrate proficiency in the aircraft or WST (as appropriate) in all delinquent items while under supervision of an Air Force instructor (or ATS contract instructor when **Table 4.4** or **4.5** permits regaining currency in the ATD).

4.9.1.3.2. Loss of Currency exceeding 6-Months.   Crewmember is declared Unqualified for a loss of currency for events specified in **Table 4.4**, Note 5 and **Table 4.5**, Note 3. The crewmember will complete Sq/CC directed requalification training (and evaluation, if required) according to AFI 11-2KC-10 Volume 2. For all other currency events, regain currency by demonstrating proficiency in the aircraft or WST to the satisfaction of an Air Force instructor (or ATS contract instructor when **Tables 4.4** or **4.5** permits regaining currency in the ATD) in all delinquent items.

4.9.1.3.2.1. Flight Surgeons that exceed 6-months between sorties require completion of LL03, Emergency Egress Training, Non-Ejection Seat, with a certified aircrew instructor prior to the next flight.

4.9.2. Failure to Complete Semi-annual Flying Training Events (**Tables 4.4** and **4.5**).

4.9.2.1. The Sq/CC will review ARMS products at the end of each semi-annual training period. For individuals who fail to accomplish training requirements, the Sq/CC will place individuals in supervised training status for the event(s) and declare them NMR in those unit missions requiring the event(s), or request an OG/CC Waiver for the requirement (paragraph **1.5.8**).

4.9.2.1.1. If OG/CC waiver is not accomplished, place individuals who have failed to complete semi-annual flying training events in supervised status for the event(s) (crewmember flies with an instructor of like specialty) until SQ/CC directed re-training is accomplished. The crewmember cannot deploy or fly unsupervised until Sq/CC directed re-training is accomplished. Failure to complete semi-annual flying training events prohibits an individual from accomplishing unsupervised in-flight duties in those events. This includes aircrew members in MCT training assigned a FTL C upon completion of their evaluation.

4.9.2.1.2. A Pilot who failed to complete Formation (F020) continuation training events may regain MR status under the supervision of an IP in another aircraft of the formation if instructor manning prevents direct IP supervision. The optimum position for the IP is the last aircraft so they may monitor all aircraft of the formation.

4.9.3. Failure to Complete Ground Training Events (**Table 4.1** or **Table 4.3** for Flight Surgeons).

4.9.3.1. Individuals who fail to complete ground training requirements are declared NMR. The crewmember cannot deploy or fly unsupervised until currency is regained

(**Exception**: Noncurrent crewmembers may fly unsupervised on local, routine, and CONUS missions according to **Table 4.1** on sorties not requiring the ground training event.).

4.9.3.1.1. An individual NMR for failure to complete Hazardous Cargo Training (G182) may fly unsupervised on local training missions only with Sq/CC approval until training is completed.

4.9.3.2. Waivers for Ground Training Events. The OG/CC or equivalent may waive ground continuation training events identified by Note 2 of **Table 4.1** or **Table 4.3** for Flight Surgeons. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e. waivers will not be based on a crewmember's availability). OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment.

4.9.4. Make-up training (ground or flying) is creditable towards the new training period.

4.10. Requirements Before PCS Or TDY By Members On Active Flying Status. See AFI 11-202, Volume 1.

4.11. Requirements Before Removal From Active Flying. See AFI 11-202, Volume 1.

4.12. Requirements While In Inactive Flying Status. See AFI 11-202, Volume 1.

4.13. Retraining. AFI 11-202, Volume 1 specifies retraining restrictions before separation, retirement, or mandatory inactive flying status.

4.14. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. See AFI 11-202, Volume 1.

4.15. Training Period. Continuation training program is based on static 6-month period, for example: 1 January - 30 June or 1 July - 31 December.

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade. Specific course requirements are described in the KC-10 formal course syllabi which are located on the AMC/A3TK CoP: **https://afkm.wpafb.af.mil/ASPs/docman/docmain.asp?Filter=AM-OP-00-13** AETC also maintains a list of formal school courses at the Education and Training Course Announcement (ETCA) website. The site address is: **https://etca.randolph.af.mil**/.

5.1.1. OG/CC is designated waiver authority for minimum prerequisites for entry into upgrade programs.

5.1.2. **(Added-TRAVIS)** Identification for Upgrade. Squadrons should ensure that individuals identified for upgrade training have the ability, experience, and prerequisites for the next level of qualification. If class candidates do not meet flying hour minimums the flying squadron will initiate an electronic waiver web request through OST and OG/CC. Squadrons should use the Squadron TRP as the venue to identify aircrew members for upgrade. Training managers should provide recommendations for upgrade, as well as support for those recommendations, to the Sq/CC or DO at the STRP. All those identified for upgrade will be entered for record in the STRP minutes.

5.1.2.1. **(Added-TRAVIS)** OSTT will supervise the formal training class schedule. All class types and dates will be provided to the flying squadrons two weeks after the initial Programmed Flying Training (PFT) is received from AMC. Squadrons should provide all class attendee names to OSTT a minimum of 60 days prior to class start date. OG/CC waivers, if required, will be requested and approved prior to submitting class attendee names or requesting classes in order to prevent cancellation.

Table 5.1. Pilot Upgrade Prerequisites.

From	To	Prerequisite for Course Entry	Prerequisite Before R&C Board Certification	Notes
PIQ Graduate	MP (via PCO or In-Unit upgrade)	1000 hours TFT and MPD Phase I & II	Pilot Check Out Course (PCO) or In-Unit upgrade and AC Qualification Evaluation; Mission Certification Training; MPD Phase I-III	1
ACIQ Graduate	MP (via ACIQ)	Previous AC in USAF MDS and/or 1000 hours TFT; 100 PAA flying hours	Mission Certification Training; Phase II guide, if required	1,2,3
NOTES:				
1. Total Flying Time (TFT) represents all flying time logged aboard a fixed wing aircraft as a military pilot including UPT "student" and "other" time (but does not include time in another aircrew specialty). Simulator time is creditable to meet TFT requirement.				
2. Minimum of 100 KC-10 hours PAA required (does not include "other", Phase IB, or simulator time) before R&C to perform AC duties.				

3. For MAF crossflow with similar skill set (i.e. KC-135, C-17, etc.), MPD Phase II guide is not required. Pilots with dissimilar background (i.e. OSA/FAIP, F-16, etc), accomplish MPD Phase II guide in-unit

5.2. Mobility Pilot Development (MPD). Mobility Pilot Development is the development program leading to Aircraft Commander certification. The MPD program flows from Pilot Initial Qualification (PIQ) or Aircraft Commander Initial Qualification (ACIQ) formal training courses through continuation training to upgrade selection and culminates in certification as an Aircraft Commander. MPD continuation training is divided into three phases: MPD Phase I (V280), MPD Phase II (V281), and MPD Phase III. All MPD pilots will be dual-seat qualified and maintain qualification requirements according to AFI 11-2KC-10 Volume 2. MPD pilots are not Aircraft Commanders. See minimum flying hour requirements in **Table 5.1**.

5.2. (TRAVIS)Mobility Pilot Development (MPD). 60 AMW Only: Prior to starting the PCO program, candidates should complete all applicable special qualifications and certifications outlined in the basic instruction and this supplement. If all applicable special qualifications and certifications have not been accomplished prior to the beginning of upgrade it will be left to the discretion of the squadron commander if the individual will commence the program or delay to complete the remaining training. Any special qualification or certification incomplete prior to starting PCO should be completed during MCT prior to AC certification.

5.2.1. The success of this program depends on MPD pilots being mentored and provided with development opportunities. The upgrade training timeline to Aircraft Commander is based on performance and at the discretion of the Sq/CC, should be tailored to match an individual's capabilities and experience level.

5.3. MPD Continuation Training thru Aircraft Commander Upgrade.

5.3.1. **Documentation.** Completion of MPD Phase I and II is documented in ARMS as V280 and V281 respectively; GRACC is documented in ARMS as V282. Document the completion of the entire course via AF Form 4324 and Sq/CC certification.

5.3.2. **Training Guides.** MPD Phase I & II guides are available for download on the AMC/A3T CoP. Guides should be carried on all sorties to maximize training opportunities.

5.3.3. **MPD Phase I (V280).** After completion of the PIQ course, pilots enter MPD Phase I of continuation training. This first phase consists of completing the MPD Phase I guide, which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. A Phase I MPD should not have additional squadron duties nor be expected to act as an Aircraft Commander, yet they should observe and learn from their aircrew leadership.

5.3.3.1. During this stage of pilot development, a Phase I MPD pilot is restricted to the right seat and may only occupy the aircraft left seat with an IP. Phase I MPD pilots will train in the right seat during refresher WSTs and may occupy the left or right seats for proficiency WSTs (and available proficiency time at the end of a refresher WST). Phase I MPD pilots will complete the MPD Phase I guide NLT 180 days (365 days for ARC) after becoming mission ready.

5.3.3.2. In order to advance beyond MPD Phase I, the Phase I MPD pilot must be at least 6 months from the training start date (as defined in 1.7.1), have a minimum of 200 PAA

(aircraft) hours, and have completed the MPD Phase I guide. Once these requirements are met, the Phase I MPD pilot may be approved for MPD Phase II via the STRP. (Note: MPD pilots who were Mission Ready prior to the release of this AFI may continue under the previous GRACC workbook for up to 6 months beyond the release date of this AFI at Sq/CC discretion, but will comply with all other requirements in this paragraph). For FAIP/OSA or non-mobility weapon system pilots transitioning to MAF aircraft, completion of V280 is not required; however, V281 and V282 are required.

5.3.3.3. Receiver A/R training for MPD pilots may be accomplished anytime with an IP (as long as passengers are not on-board). MPD pilots may be entered into a certification program IAW AFI 11-2KC-10, Volume 1, paragraph **5.6.7**. MPD pilots should be certified in Q583, MPD Receiver Air-to-Air Refueling, prior to entering PCO. This refueling may be accomplished in either seat.

5.3.4. **MPD Phase II (V281)**. This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification.

5.3.4.1. Training in this stage will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. Good judgment and Operational Risk Management (ORM) will dictate with whom they fly and what seat they occupy. As Phase II MPD pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.1. **(TRAVIS) 60 AMW Only**: MPD Phase II pilots may operate the aircraft from the left seat during all phases of flight while under direct supervision of an IP or an AC that has at least 150 hours since AC certification.

5.3.4.2. **MPD Selection for Aircraft Commander Upgrade/Certification.** Phase II MPD pilots must meet pre-requisites defined in **Table 5.1** as well as complete the MPD Phase II guide. Based upon performance, experience, and requisite flight hours, Phase II MPD pilots will be identified for upgrade by squadron leadership via the STRP. MPD pilots require a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for MAF crossflow, FAIP/OSA, or non- mobility weapon system pilots).

5.3.4.3. **AMC Orientation Tour / GRACC (V282).** This event provides an in-depth look at selected AMC and 618 AOC (TACC) operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by Aircraft Commander candidates after completing V281, but before beginning formal Aircraft Commander upgrade training (ACU or PCO). GRACC is mandatory for AMC pilots and highly encouraged for PACAF, USAFE, AFRC, and ANG mobility forces pilots upgrading to Aircraft Commander. GRACC is transferable between all mobility weapon systems. For AMC pilots, V282 will be completed prior to Aircraft Commander certification. If unable to complete V282 prior to certification, units may schedule attendance up to 90 days after certification; beyond 90 days requires OG/CC approval. See paragraph **1.18.6** for scheduling details. Additional information is available via ETCA: **https://etca.randolph.af.mil/showcourse.asp?as_course_id=GRACC**.

5.3.4.3. **(TRAVIS) AMC Orientation Tour (V282).** Unit Training Shops shall coordinate and schedule individuals for V282, the AMC Orientation tour, through 60 OSS/OSTT. This course should be reserved for Aircraft Commander Candidates within three months of formal Aircraft Commander upgrade training.

5.3.5. **MPD Phase III.** Aircraft Commander Upgrade (ACU) or Pilot Checkout (PCO). After the Sq/CC determines (via the STRP) an upgrade training start date, training time begins and the upgrade candidate will begin applicable ACU or PCO training events, as required (see **Table 1.2** and **Table A.3.3** for training time limitations). Prior to starting training, the training office will open and maintain an AF Form 4022 until the upgrade candidate is certified as an Aircraft Commander. Units using multiple folders to document a pilots training progress may combine those into a single training folder at the unit's discretion. Training guides are authorized.

5.3.5. **(TRAVIS)** Phase IB training folders will be opened and maintained by the FTU until the MPD student graduates and formally in-processes into the gaining squadron. At that time the gaining squadron will review the Phase IB folder in accordance with **Paragraph A2.1.2** of AFI 11-2KC-10 V1. This folder will then be used to document MPD Phase III Mission Certification Training (MCT). Once MCT complete, close the folder per **Paragraph A2.2.9**

5.3.5.1. Current and qualified Aircraft Commander candidates accomplishing MPD Phase III training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight (see course syllabi for exceptions). Two Aircraft Commander candidates may sit in the left and right seats under IP supervision in the simulator, as required.

5.3.5.2. The Aircraft Commander candidate will accomplish the following requirements prior to the Aircraft Commander Review and Certification (R&C) Board:

5.3.5.2.1. The preferred method for completing Aircraft Commander upgrade training is by completion of the Pilot Check Out (PCO) Course conducted by the contractor followed by flightline training conducted by the Formal Training Unit (FTU). Contractor training covers emergency procedures, tactics, and Aircraft Commander duties. FTU training completes air-to-air refueling training. Units retain the option to conduct in-unit Aircraft Commander upgrades without waiver for highly qualified and experienced pilots.

5.3.5.2.2. Aircraft Commander candidates must be current in applicable Mission Certification Training events listed in **Tables 3.1** and **3.2** prior to certification.

5.3.6. **Evaluation and Certification:** Prior to certification the upgrade candidate must demonstrate aircraft commander proficiency during an Aircraft Commander flight evaluation, to include receiver air-to-air refueling, IAW AFI 11-2KC-10, Volume 2. ACU or PCO culminates with a Sq/CC's R&C Board recommendation.

5.3.7. Aircrew Designation Codes.   AFI 11-401 defines pilot aviation codes.   For standardization, use the codes from **Table 5.2** (3rd letter designator distinguishes the status for a MPD pilot who completed formal training with evaluation (graduate). During Phase IB training, pilots will log "UP" time.).

Table 5.2. Pilot Designation Codes.

If "UP"	Unqualified Pilot.	
	Unqualified Non-Mission Ready (NMR). This code is used for: 1. Cross-flow pilot currently in ACIQ/PTX-1course and has not completed qualification checkride. 2. Pilot currently in PRQ (PTX-2 or PTX-3) course and has not completed qualification checkride. 3. MPD pilot currently in Pilot Initial Qualification (PIQ).	
If first two are "FP"	Qualified Pilot. Then 3rd character is:	
	"N"	Qualified Non-Mission Ready (NMR). This is used for the following: 1. Pilot currently in ACIQ or PCO course and has not completed qualification checkride. 2. Pilot Initial Qualification (PIQ) course graduate currently in local mission ready training. 3. Senior Officer Course (SOC) graduate. MDS specific Vol. 1 guidance applies to level of supervision/mission capability. 4. Pilots designated "E" level for continuation training.
	"K"	Qualified Non-Mission Ready (NMR). This is used for the following: Graduate of aircraft commander or re-qualification course (ACIQ, ACQ, PCO, PRQ, IPRQ), in local mission ready training.
	"L"	Qualified Mission Ready (MR). This is used for the following: Graduates of aircraft commander course (FPLs) who have not acquired enough PAA hours for AC certification, but have completed all local mission ready training requirements.
	"C"	Qualified Mission Ready (MR): Qualified Mission Ready Phase I MPD Pilot
	"Q"	Qualified Mission Ready (MR). This code is used for the following: Qualified Mission Ready Phase II MPD Pilot
If "MP"	Fully Certified/Qualified Aircraft Commander. Then 3rd may be:	
	"N"	Non-Mission Ready (NMR) Aircraft Commander. This code is used: 1. If this MP will be NMR for an EXTENDED period of time (greater than a month). 2. Not used for short duration NMR status due to DNIF or short term currency deficiencies.
If "IP"	Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission.	

If "EP"	Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission

Table 5.3. Instructor Upgrade Prerequisites.

From	To	Prerequisites	Tasks and Events Required Before Certification	Notes
AC	Instructor Pilot	200 Hours after Aircraft Commander certification and Formation Certifications complete	KC-10 IAC course and Initial Instructor Evaluation	1
FE	Instructor FE	Total FE flying hours – KC-10 PAA 1500 – 300 or 1800 – 150 with min 1 year experience as MWS IFE	FIC course and Initial Instructor Evaluation	2
BO	Instructor BO	Total Boom flying hours – KC-10 PAA 1500 – 300 or 1800 – 200 with prior experience as MWS IBO	BIC course and Initial Instructor Evaluation	3

NOTES:

Enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8 is completed for the applicable flight evaluation, the crewmember is qualified to perform duties assigned for the crewmember qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew standardization and flight examiner).

1. Total Flying Time (TFT) represents all flying time logged aboard a fixed wing aircraft as a military pilot including UPT "student" and "other" time (but does not include time in another aircrew specialty). Simulator time is creditable to meet TFT requirement.

2. Instructor Flight Engineer candidates with total flying hours logged from other than the Flight Engineer crew position (i.e. Boom Operator, Loadmaster) require 2000 Total flying hours and 750 hours as a KC-10 Flight Engineer prior to consideration for upgrade.

3. Instructor Boom Operator candidates with total flying hours logged from other than the Boom Operator crew position (i.e. Flight Engineer, Loadmaster) require 2000 Total flying hours and 750 hours as a KC-10 Boom Operator prior to consideration for upgrade.

5.4. Aircrew Instructor Program. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.   For specific instructor upgrade prerequisites, see **Table 5.3**.

5.4. (TRAVIS)Aircrew Instructor Program. Reference **Paragraph 1.10.2 (TRAVIS)** of this supplement for guidance on in-unit instructor upgrade. **60 AMW Only**: Prior to starting the IP upgrade process, candidates should complete all applicable special qualifications and certifications outlined in the basic instruction and this supplement. (Except: per **Table 5.3** all formation certifications will be complete prior to starting IP upgrade.) If all applicable special qualifications and certifications have not been accomplished prior to the beginning of upgrade it

will be left to the discretion of the squadron commander if the individual will commence the program or delay to complete the remaining training.

5.4.1. Instructor candidates, who are current and qualified in the aircraft, previously attended a formal instructor school for instructor qualification, were qualified instructors in any US Air Force aircraft, and who meet the minimum flying hour requirements may upgrade in-unit with OG/CC approval. MAJCOM waiver is not required. Sq/CC will determine training required to complete the instructor upgrade in-unit, including evaluation, IAW AFI 11-2KC-10 Volume 2.

Table 5.4. Evaluator Upgrade Prerequisites.

From	To	Prerequisites	Tasks and Events Required Before Certification
Instructor Crewmember	Flight Examiner Crewmember	Sq/CC recommendation	In-unit Flight Examiner checkout
NOTE: Enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8 is completed for the applicable flight evaluation, the crewmember is qualified to perform duties assigned for the crewmember qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew standardization and flight examiner).			

5.5. Flight Examiner Certification. Flight examiner prerequisites are in **Table 5.4**.

5.5.1. Sq/CC will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiners must possess satisfactory knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications. Flight examiner candidates should:

5.5.1.1. Observe qualified examiners conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.5.1.2. Receive a briefing on command policies and interpretations of AFI 11-202, Volume 1, AFI 11-202, Volume 2, AFI 11-2KC-10, Volumes 1 and 2, and MAJCOM supplements.

5.6. Special Qualifications and Certifications: Certain KC-10 aircrew qualifications and certifications are one-time events trained after completion of formal qualification. Special qualifications and certifications may require an evaluation or an AF Form 4324 update. These programs are usually taught at the unit level by Air Force instructors of like specialty.

5.6. (TRAVIS)Special Qualifications and Certifications. 60 AMW Only: The 60 OG/CC has supplemented the training programs required by the basic instruction and has reserved the right to determine the requirements to be met prior to certifications. The following certification programs *should* be accomplished by 60 AMW crewmembers: Pilots – EMCON Options 3 and 4 (N013 and N014), ILS PRM Certification Training (Q017), Large Formation (Q580), MPD Receiver Air-to-Air Refueling (Q583) (preferably after MCT); Aircraft Commanders – Formation Lead (Q011), Aircraft Commander Touch-and-Go Landings (Q050), Aircraft Commander Supervision of Touch-and-Go Landings (Q051), Aircraft Commander Supervision of Receiver Air-to-Air Refueling (Q052).

Special Qualifications and Certifications. **349 AMW only:** Aircrews assigned to 349 AMW will not routinely complete the following certification programs: Aircraft Commander Touch-and-Go Landings (Q050), Aircraft Commander Right Seat Receiver Air-to-Air Refueling (Q584), Aircraft Commander Supervision of Receiver Air-to-Air Refueling (Q052), Aircraft Commander Supervision of Touch-and-Go Landings (Q051), and MPD Receiver Air-to-Air Refueling (Q583), Large Formation (Q580) (should be accomplished during MCT if not previously certified after PIQ). These programs may be required at the discretion of the Sq/CC.

5.6.1. **EMCON Options 3 and 4 Certification Training (N013 & N014):**

5.6.1.1. Sq/CC will certify crewmembers to accomplish EMCON 3 or 4 procedures during formation, rendezvous, and AAR on both operational and training sorties. All members of the crew must be certified or in training under the supervision of a like specialty instructor. Thorough coordination with the receiver aircrew is required for units to practice EMCON 3 or 4 on non-operational training missions. Coordination should be accomplished during mission planning phase. In no case will a crew launch under EMCON 3 or 4 without prior coordination with the receiver crew. Document certification via AF Form 4324 as EMCON 3-Certified and EMCON 4--Certified. ARMS event identifiers are N013 and N014. Accomplishment during Phase IB is creditable for this certification.

5.6.1.2. Training Program. Unit Sq/CC will determine training requirements based on the crewmember's experience and the unit's mission. Boom Operators with less than 200-flying hours must receive a minimum of one flight with an instructor stressing radio silent procedures before certification. Units will include details of the EMCON Option 3 and 4 programs in local supplement.

5.6.1.2. **(TRAVIS)** Training Program. **EMCON 3 and 4 Certification Training (N013 and N014).**

5.6.1.2.1. **(Added-TRAVIS)** PURPOSE: Prepare all crewmembers to conduct reduced communications and/or emissions during formation, rendezvous and AAR.

5.6.1.2.2. **(Added-TRAVIS)** ELIGIBILITY: All crew positions. Training should be completed during Phase IB training. This certification is required prior to MR certification.

5.6.1.2.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: A 30 minute briefing is required for all crew positions from an instructor of like specialty. The briefing will consist of an in-depth review of communications, emissions, and visual signal requirements in all issued Technical Orders, publications, and instructions with respect to EMCON 3 and 4 options. Refer to the appropriate training syllabus or training guide for further requirements.

5.6.1.2.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1** N013 and N014. Documentation that EMCON 3 and 4 Certification Training was completed will be included in the Phase IB AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

5.6.2. **Formation Lead Certification (Q011):**

5.6.2.1. The squadron commander is responsible for developing a formation lead certification training program. Document the certification via AF Form 4324 as Q011 and will at a minimum follow the prescribed guidance in paragraph **7.14.7** of this instruction under Q011 certification.

5.6.2.1. **(TRAVIS)** Training Program. **Formation Lead Certification (Q011).**

5.6.2.1.1. **(Added-TRAVIS)** PURPOSE: To accomplish Aircraft Commander Formation Lead certification.

5.6.2.1.2. **(Added-TRAVIS)** ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's –Events graded at a proficient level accomplished in Phase IB are creditable for Formation Lead Certification when specifically mentioned on the Phase IB final AF IMT 4025. Crediting Phase IB training toward completion of the certification is at the discretion of the squadron commander. This certification is not required prior to MR certification.

5.6.2.1.3. **(Added-TRAVIS)** GROUND TRAINING REQUIREMENTS: A minimum of four hours of supervised study on formation procedures in all issued Technical Orders, publications, and instructions; briefings on aspects of unit formation missions to include: mission planning, formation briefing, takeoff and departure, en-route formation procedures, en-route timing adjustments, rendezvous, air refueling, formation breakup and descent, and mixed formation operations; and successful completion of a unit-developed closed-book examination.   For other requirements and event description reference **Paragraph 7.14.7** Q011 Formation Lead Certification.

5.6.2.1.4. **(Added-TRAVIS)** FLIGHT TRAINING REQUIREMENTS: Reference **Paragraph 7.14.7** Q011 Formation Lead Certification for event requirements. If instructor manning prevents placing IP's in all aircraft, units may place an IP in one aircraft of the formation. The optimum aircraft is the last aircraft, so that the IP may monitor all aircraft of the formation.

5.6.2.1.5. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1** Documentation for Q011 of Formation Lead Certification Training completed will be included in the MPD Phase III AF Form 4025 (or the Special Qualifications and Certifications AF Form 4025 if accomplished after MR certification) and maintained in the AF Form 4022, *Aircrew Training Folder.*

5.6.3. **Fighter Contact Certification (Q022 & Q023)**, Day and Night Receptacle Equipped Fighter Certification, will be documented on AF Form 4025 and via AF Form 4324. Training is normally accomplished during Phase IB or II training at FTU.

5.6.3.1. If Q022 or Q023 is not accomplished during Phase IB or II training at FTU, the AF Form 4025 will clearly state which certifications were not completed. These certifications may then be accomplished at the unit level by AF instructors of like specialty. Booms will not be scheduled to refuel receptacle-equipped fighter type aircraft without an instructor until both Q022 and Q023 are completed and certification is documented.

5.6.4. **Aircraft Commander Touch-and-Go Landings (Q050):**

5.6.4.1. Training Program. The squadron commander is responsible for developing a certification program allowing Aircraft Commanders the opportunity to practice this skill without IP or Sq/CC certified Aircraft Commander supervision. Document certification via AF Form 4324. ARMS event identifier is Q050, Aircraft Commander Touch-and-Go Landings. Aircraft commanders will be evaluated on touch-and-go procedures on recurring evaluations.

5.6.4.1. **(TRAVIS)** Training Program.   **Aircraft Commander Touch-and-Go Landings (Q050).**

5.6.4.1.1. **(Added-TRAVIS)** PURPOSE: To certify AC's to perform unsupervised touch-and-go landings.

5.6.4.1.2. **(Added-TRAVIS)** ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training should occur during Phase IB training. This certification is not required for MR certification.

5.6.4.1.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: The trainee will receive a minimum of one IP-supervised sortie. The trainee will perform a minimum of three touch-and-go landings, of which at least one must be accomplished in each seat (right and left). The pre-brief for this sortie will include emphasis on procedures, common mistakes, abort decisions, and restrictions.

5.6.4.1.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1** Documentation for Q050. Aircraft Commander Touch-and-Go Landings Certification Training completed will be included in the MPD Phase III AF Form 4025 (or the Special Qualifications and Certifications AF Form 4025 if accomplished after MR certification) and maintained in the AF Form 4022, *Aircrew Training Folder.*

5.6.4.1.5. **(Added-TRAVIS)** RESTRICTIONS: IAW AFI 11-2KC-10V3, **paragraph 9.2.3.2,** unless under direct IP supervision, the minimum runway length for anyone other than an IP to fly a touch-and-go landing is 10,000 feet.

5.6.4.1.6. **(Added-TRAVIS)** Certified pilots should alternate right and left seats when maintaining proficiency/currency.

5.6.5. **Aircraft Commander Supervision of Touch-and-Go Landings (Q051):**

5.6.5.1. Training Program. Following aircraft commander upgrade training (either formal course or in-unit) additional in-unit training will be accomplished to demonstrate the aircraft commander's ability to supervise touch-and-go landings. Document the certification via AF Form 4324. ARMS event identifier is Q051, Aircraft Commander Supervision of Touch-and-Go Landings. Aircraft commanders will be evaluated on touch-and-go procedures on recurring evaluations.

5.6.5.1. **(TRAVIS)** Training Program. **Aircraft Commander Supervision of Touch-and-Go Landings (Q051).**

5.6.5.1.1. **(Added-TRAVIS)** PURPOSE: To certify AC's to supervise touch-and-go landings.

5.6.5.1.2. **(Added-TRAVIS)** ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training may commence following Phase IB training. Phase IB training is not creditable for certification. This certification is not required for MR certification. Required completion of this certification prior to the beginning of instructor upgrade will be left to the discretion of the squadron commander.

5.6.5.1.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: The trainee will receive a minimum of one IP-supervised sortie. The trainee will supervise a minimum of three touch-and-go landings from either seat. The prebrief for this sortie will include emphasis on common mistakes, abort decisions, and procedures.

5.6.5.1.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph   5.6.13.1** Documentation of Aircraft Commander Supervision of Touch-and-Go Landings Certification Training completed will be included in the MPD Phase III AF Form 4025 (or the Special Qualifications and Certifications AF Form 4025 if accomplished after MR certification) and maintained in the AF Form 4022, *Aircrew Training Folder.*

5.6.5.1.5. **(Added-TRAVIS)** RESTRICTIONS: IAW   AFI   11-2KC-10V3 **paragraph 9.2.3.2**, minimum runway length for an AC to supervise a touch-and-go landing with anyone other than an IP in the other pilot position is 10,000 feet.

5.6.5.2. Touch-and-go landings may be performed by current and qualified instructor pilots, Sq/CC certified pilots, as well as any other pilot under the direct supervision of an instructor or aircraft commander certified to supervise under this paragraph.

5.6.5.2. **(TRAVIS)** Touch-and-go landings may be performed by current and qualified instructor pilots, Sq/CC certified pilots, as well as any other pilot under the direct supervision of an instructor or aircraft commander certified to supervise under this paragraph.

5.6.5.3. Non-current aircraft commanders must be under the direct supervision of an IP to regain currency in touch-and-go landings.

5.6.5.3. **(TRAVIS)** Non-current aircraft commanders must be under the direct supervision of an IP to regain currency in touch-and-go landings.

5.6.6. **Aircraft Commander Supervision of Receiver Air-to-Air Refueling (Q052):**

5.6.6.1. The squadron commander is responsible for developing a certification program which will allow aircraft commanders to supervise pilots (that are not receiver air refueling qualified) as they practice receiver air-to-air refueling. The aircraft commander and the other pilot must each be certified for the event. Document the certification via AF Form 4324. ARMS event identifier is Q052, Aircraft Commander Supervision of Receiver Air-to-Air Refueling.

5.6.6.1. **(TRAVIS) Aircraft Commander Supervision of Receiver Air-to-Air Refueling (Q052).**

5.6.6.1.1. **(Added-TRAVIS)** PURPOSE: To certify AC's to supervise a certified pilot during receiver AAR.

5.6.6.1.2. **(Added-TRAVIS)** ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training may commence following Phase IB training. Phase

IB training is not creditable for certification. This certification is not required for MR certification. Required completion of this certification prior to the beginning of instructor upgrade will be left to the discretion of the squadron commander.

5.6.6.1.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: Supervise (from either seat) a minimum of one contact by the IP. Emphasis will be placed on supervision of pilot receiver AAR. Prior to the first sortie, the IP will brief the AC on the following items: Common errors made by new receiver pilots; the need to direct a disconnect if the other pilot becomes erratic or unsafe; the MPD Receiver Air-to-Air Refueling Certification program and associated restrictions; and the need to emphasize safety first during receiver AAR.

5.6.6.1.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1** Documentation of Aircraft Commander Supervision of Receiver Air-to-Air Refueling Certification Training completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder.*

5.6.6.1.5. **(Added-TRAVIS)** RESTRICTIONS: An AC who is certified to supervise receiver AAR must ensure the other pilot is certified to accomplish receiver AAR; without an IP, both pilots must be current to accomplish receiver AAR. Receiver AAR currency can only be regained with an IP. PILOT/COPILOT AR RESTRICTIONS: When supervising a pilot/copilot, ACs must reference **Paragraph 5.6.9.1.6** for all applicable restrictions. Furthermore, AC's must be certified for AC Right Seat Receiver Air Refueling (reference **Paragraph 5.6.10.1**) in order to supervise AR from the right seat.

5.6.7. **MPD Receiver Air-to-Air Refueling (Q583):**

5.6.7.1. The squadron commander is responsible for developing a receiver AR certification program to be completed by MPD pilots prior to attending PCO upgrade. As a minimum, the ability to move safely from the pre-contact position, to contact, and back again must be demonstrated to an instructor pilot prior to certification. Document the certification via AF Form 4324. ARMS event identifier is Q583, MPD Receiver Air-to-Air Refueling.

5.6.7.1. **(TRAVIS) MPD Receiver Air-to-Air Refueling** (Q583).

5.6.7.1.1. **(Added-TRAVIS)** PURPOSE: Establish a structured approach to permit MPD pilot receiver AAR, further enhance AAR safety, and lay a solid foundation for upgrade to aircraft commander.

5.6.7.1.2. **(Added-TRAVIS)** ELIGIBILITY: ELIGIBILITY: See **paragraph 5.3.3.3**. Additionally, all receivers AAR within this phase will be conducted under direct supervision of an IP. This certification is not required for MR certification.

5.6.7.1.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: Training consists of direct IP supervision on a minimum of two sorties. Receiver AR will be accomplished with both a KC-10 and a KC-135. Prior to the first contact by the trainee, the IP must accomplish a receiver AAR briefing and demonstrate the envelope limits. As a minimum, the briefing will include a discussion about boom limits, emergency separation, AAR safety, visual references and the importance of initiating a

disconnect and returning to the pre-contact position if the trainee becomes erratic during any portion of the AAR. Refueling training consists of a minimum of three contacts with a KC-135, three contacts with a KC-10, and a practice emergency separation as a receiver. The training will be accomplished in the left seat. The first contact behind each tanker (KC-135 and KC-10) must be accomplished during daylight conditions to ensure proper use of visual references. A proficient trainee contact is defined as the trainee flying a stable/safe aircraft from pre-contact to a contact, maintaining a one-minute stable contact, and then returning to the pre-contact position. Once the trainee accomplishes three stable contacts on each aircraft the IP can consider them safe in receiver AAR.

5.6.7.1.4. **(Added-TRAVIS)** INSTRUCTOR   RESPONSIBILITIES: Reserve proficiency until you are absolutely sure that the trainee can fly *all portions* (closure, separation, etc) of receiver AR in a safe and controlled manner. **Do not sign off a trainee as proficient unless you are absolutely sure that they are safe.**

5.6.7.1.5. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph   5.6.13.1** Documentation that MPD Receiver Air-to-Air Refueling Certification Training completed will be included in the MPD Special Qualifications and Certifications AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder.*

5.6.7.1.6. **(Added-TRAVIS)** RESTRICTIONS FOR MPD AAR: AR is limited to day, smooth air, VMC conditions; no heavyweight receiver AAR; no tanker autopilot-off receiver AAR; no PDI inoperative AAR; no limits demonstrations; no passengers onboard; MPD pilots can only accomplish receiver AAR on local training missions, C-Check inputs/outputs, and depositioning legs of operational missions; MPD pilots will have a monthly currency requirement once certified. Loss of currency does not affect certification or MR status. Currency can only be regained with an IP. **NOTE:** These restrictions do not apply when under direct IP supervision.

5.6.8. **Aircraft Commander Right Seat Receiver Air-to-Air Refueling (Q584):**

5.6.8.1. The squadron commander is responsible for developing a program to certify ACs to accomplish right seat receiver air-to-air refueling. This certification is not required for MR certification. Receiver AAR training events may be logged from either seat after an individual is certified to accomplish right seat receiver AAR. Document the certification via AF Form 4324. ARMS event identifier is Q584, Aircraft Commander Right Seat Receiver Air-to-Air Refueling.

5.6.8.1. **(TRAVIS) Aircraft Commander Right Seat Receiver Air-to-Air Refueling (Q584).**

5.6.8.1.1. **(Added-TRAVIS)** PURPOSE: To certify AC's to accomplish right seat receiver air refueling.

5.6.8.1.2. **(Added-TRAVIS)** ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training may commence following Phase IB training. Phase IB training is not creditable for certification. This certification is not required for MR certification.

5.6.8.1.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: The trainee will accomplish right seat receiver AR under direct IP supervision on a minimum of two sorties. They will accomplish a minimum of two contacts from the right seat, one of which shall be tanker autopilot off and one of which shall be at night, demonstrating a safe level of proficiency. The contacts may be with a KC-135 or KC-10. A safe level of proficiency (tanker auto pilot on or off) is defined as flying a stable contact from pre-contact, maintaining a stable contact a minimum of five minutes, and returning to the pre-contact position.

5.6.8.1.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1** Documentation of Aircraft Commander Right Seat Receiver Air-to-Air Refueling Certification Training completed will be included in the MPD Phase III AF Form 4025 (or the Special Qualifications and Certifications AF Form 4025 if accomplished after MR certification) and maintained in the AF Form 4022, *Aircrew Training Folder.*

5.6.8.1.5. **(Added-TRAVIS)** Right seat AR certified AC's should alternate right and left seats when maintaining proficiency/currency.

5.6.9. **Large Formation Certification (Q580):**

5.6.9.1. The squadron commander is responsible for developing a large formation certification training program for all pilots. This certification must include a minimum of one flight flown under supervision of an instructor pilot. If instructor manning prevents placing IPs in all aircraft units may place an IP in one aircraft in the formation. The optimum is the last aircraft so that the IP may monitor all aircraft of the formation. Commanders of deployed units or tanker task force (TTF) commanders may certify TDY crew members and will forward certification paperwork to the crew member's home unit for filing in the member's training folders. Requires pre-coordination with all formation participants and associated AAR support. Aircraft Commanders that were previously certified as pilots/copilots are not required to be re-certified. Accomplishment during Phase IB is only creditable towards certification if specifically documented on the AF Form 4025. Document the certification via AF Form 4324. ARMS event identifier is Q580, Large Formation Certification.

5.6.9.1. **(TRAVIS) Large Formation Certification (Q580).**

5.6.9.1.1. **(Added-TRAVIS)** PURPOSE: Prepare all pilots for routine, yet dynamic aspect of KC-10 operations.

5.6.9.1.2. **(Added-TRAVIS)** ELIGIBILITY: All pilot positions. Training should commence following Phase IB training. However, events accomplished in Phase IB are creditable for Large Formation Certification when specifically mentioned on the Phase IB final AF IMT 4025. It will be up to the discretion of the squadron commander if they want to credit Phase IB training toward completion of the certification. Aircraft Commanders that were previously certified prior to upgrade are not required to be re-certified. This certification is not required for MR certification.

5.6.9.1.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: Fly one large formation departure and join-up; receive briefings from an IP on: takeoff intervals, join-up procedures (VMC vs. IMC), radar techniques, mixed formations, and lost wingman procedures.

5.6.9.1.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1** Documentation of Large Formation Certification Training completion will be included in the MPD Phase III AF Form 4025 (or the Special Qualifications and Certifications AF Form 4025 if accomplished after MR certification) and maintained in the AF Form 4022, *Aircrew Training Folder.*

5.6.9.1.5. **(Added-TRAVIS)** RESTRICTIONS: Reference **Paragraph 7.8.2** (event description) of the basic instruction but note that a complete large formation *departure* is required.

5.6.10. **ILS PRM Certification Training (Q017)**:

5.6.10.1. AFI 11-202 Volume 3 requires aircrews operating aircraft equipped with TCAS to receive training for operations at airports with ILS Precision Runway Monitoring (PRM) Approaches. The Sq/CC or designated representative will certify pilots upon completion of one-time training. Document certification via AF Form 4324 as "ILS PRM-Certified". ARMS event identifier is Q017, ILS PRM. Before operations at an airport with ILS PRM approaches capabilities, pilots will complete the following training and certification.

5.6.10.2. Training Program. Review ILS PRM requirements according to the Airman's Information Manual, Part 5-4-15. Complete appropriate training including viewing of the video. The most current information can be down-loaded at web site: **http://www.faa.gov/training_testing/training/prm**/

5.6.10.3. View FAA video, "ILS PRM Approach Information for Air Carrier Pilots" available for down load. **http://www.faa.gov/about/office_org/headquarters_offices/ato/ service_units/nextgen/research_tech_dev/at_sys_con_dev/sim_analysis_team/video/#ils**

5.6.11. **Phoenix Banner, Silver and Copper Certification (Q544) :** Sq/CCs will identify their most highly qualified crewmembers for entry into certification training. Training will focus on the unique circumstances that differentiate this mission from other mobility missions. Document the certification via AF Form 4324. ARMS event identifier is Q544, Phoenix Banner, Silver and Copper Certification.

5.6.11.1. Wings will establish and maintain Phoenix Banner training programs. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operations*, discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service, and HMX-1 representative. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289, minimum passing score of 80 percent, corrected to 100 percent will be accomplished. All aircrew members will complete the training program and be certified prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission.

5.6.12. **(Added-TRAVIS)** Qualifications. Defined as having the necessary skills for normal operation of the KC-10. Normally awarded by an Air Force evaluation and documented on AF Form 8, *Certificate of Aircrew Qualification and* tracked in the Letter of

X's. Per AFI 11-202V2_AMCSUP_I, **paragraph 4.2.3.2,** the Letter of X's is populated by signed AF Form 4324s.

5.6.13. **(Added-TRAVIS)** Certifications (60 OG Only). The process of being certified for a specific event, MDS, position, or piece of equipment. Typically, certification requires satisfactory completion of a course of study, demonstrated flight performance, appropriate documentation (Letter of X's), and the signature of the designated certifying official.

5.6.13.1. **(Added-TRAVIS)** If a qualification and certification event training item(s) is/are accomplished and creditable during Phase IB, recommendation for certification will be included on the AF Form 4025, *Aircrew Summary/Close-out Report* or an MFR signed by the Chief of FTU. If accomplished during MPD Phase I or MPD Phase II, the trainee will receive a recommendation for certification from the supervising IP on an AF Form 4023, *Aircrew Training Progress Report.* Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) when individuals are recommended for certification.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. The KC-10 ATS is a civilian contractor-provided aircrew training system. The ATS contractor provides academic and simulator training. The Air Force conducts all flight training and administers all evaluations. The ATS contract guarantees trained students meet government standards. Formal ATS courses are listed in **Table 6.2** and non-formal ATS courses are listed in **Table 6.3**.

6.2. Applicability. As defined in AFI 11-202, Volume 1.

6.2.1. Purpose. KC-10 ATS is a system of academics, ATD sessions, and ground training phases. This system provides qualification, requalification, upgrade, senior staff, differences, and continuation training to attain and maintain appropriate qualification for KC-10 crewmembers and maintenance engine run technicians. The ATS contractor provides training courseware and all academic and ATD instruction. US Air Force provides all flight instruction.

6.2.2. Goal. The goal of the ATS program is to optimize aircrew training through the integrated use of academics, ATD, and flight line KC-10 aircraft instruction. The KC-10 ATS, by contract, establishes performance requirements in the ATS Statement of Work (SOW) and system specification.

6.2.3. Responsibilities:

6.2.3.1. ATS Contractor.

6.2.3.1.1. Each ATS site will provide academic and ATD training for KC-10 crewmember qualification, requalification, upgrade, senior staff, differences, and continuation training programs to meet course objectives.

6.2.3.1.2. Convene and co-chair KC-10 ATS System Review Board (SRB) to periodically review the entire program for currency, applicability, and effectiveness. Publish meeting minutes and monitor suspense's specified in the ATS contract.

6.2.3.2. AMC/A3T.

6.2.3.2.1. Provide overall management authority for KC-10 contract training.

6.2.3.2.2. Ensure that contractor-provided academic and ATD training complies with policies, guidelines, and directives established by AMC headquarters and the current training contract.

6.2.3.2.3. Ensure performance objectives for contractor-provided training are achieved by monitoring overall contractor performance and submitting quality assurance program documentation when required.

6.2.3.2.4. Act as AMC focal point for review of all recommended initiatives directed toward the KC-10 training contract. This includes recommendations for changes submitted by contractor or other Air Force agencies.

6.2.3.2.5. Co-chair KC-10 ATS System Review Board (SRB) to periodically review the entire program for currency, applicability, and effectiveness. Review contractor-

published meeting minutes, assign tasking to appropriate agencies, and monitor suspenses.

6.2.3.2.6. Ensure instruction is of the highest quality through the review of crewmember surveys, instructor/examiner feedback, FTU feedback, and through their own evaluations.

6.2.3.2.7. Review and evaluate task analysis, objective hierarchy, and contractor courses and training materials for accuracy, currency, and effectiveness.

6.2.3.3. Det 1 AMCAOS:

6.2.3.3.1. Conduct an annual SIMCERT (semi-annual for FAA level C+ devices) on all ATDs.

6.2.3.3.2. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor when required.

6.2.3.3.3. Conduct annual contract compliance evaluations on all KC-10 ATS sites and report to AMC/A3T on the results.

6.2.3.3.4. Schedule subject matter experts (SME) for technical interchange meetings (TIM) with the ATS contractor. Det 1 AMCAOS will also schedule crewmembers required by the contractor for courseware development in Individual Tryouts (ITO) and Small Group Tryouts (SGTO).

6.2.3.4. Air Force-Appointed ATS Project Officer (PO) and Quality Assurance Representative (QAR). PO/QARs are primary focal points and liaisons between the Air Force and contractors at each ATS site. PO/QARs are the sole point of contact for their respective ATS. The PO/QAR may direct the contractor to perform or stop work only on safety related issues. The Administrative Contracting Officer and Procurement Contracting Officer have the overall authority to direct contractor start/stops on the ATS.

6.2.3.5. Wings and Groups:

6.2.3.5.1. Provide constructive reports and inputs concerning the KC-10 ATS program.

6.2.3.5.2. Provide assistance and support with subject matter expertise when requested by AMC/A3T or Det 1 AMCAOS.

6.2.3.5.3. Review ETCA website course description and adhere to guidance and procedures concerning requesting, allocating, sub-allocating, and confirming attendance at scheduled formal training courses. Close coordination with the formal school quota manager (AMC/A3TK or A3TF) is imperative to ensure effective utilization of training slots and contractor resources.

6.2.3.5.3. **(TRAVIS)** Quotas for aircrew training courses should be allocated to each active duty unit by 60 OSS/OSTT. Units should forward names or any quota cancellations to 60 OSS/OSTT no later than 60 days prior to class start date.

6.3. Dedicated Training Time. As defined in AFI 11-202, Volume 1, paragraph **5.2**.

6.3.1. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis (AFRC students will be available for the entire ground and simulator phases, but do not need, though highly encouraged, to be on a full-time basis for the flight phase). Relieve students of duties not directly related to training. **Exception:** Supervisory personnel may continue their normal duties as time permits.

6.4. ATS Course Prerequisites. ATS course prerequisites are listed in **Tables 5.1**, **5.3**, and **6.1**. Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable training guides. AETC maintains a list of formal school courses at the Education and Training Course Announcement (ETCA) website. The site address is: **https://etca.randolph.af.mil/**.

Table 6.1. Initial Qualification Training Prerequisites.

From	To	Prerequisites	Tasks and Events Required Before Certification
Unqualified	MP	Previous MWS Aircraft Commander or FAIP/OSA Aircraft Commander; 1000 Total flying hours; 100 PAA flying hours	Aircraft Commander Initial Qualification (ACIQ) PTX-1 course and Aircraft Commander Qualification Evaluation; Mission Certification Training
Unqualified	FP	SUPT Graduate	Pilot Initial Qualification (PIQ) course and Pilot Qualification Evaluation; Mission Certification Training
Unqualified	FBP	Basic Flight Engineer-Undergraduate Flying Training (CEA CoE)	Flight Engineer Basic Prequalification Course (FBP) is prerequisite to FIQ for students with less than 3 years as fixed-wing performance engineer; Mission Certification Training
Unqualified	FIQ	FBP or 3 years as performance fixed-wing engineer	Flight Engineer Initial Qualification (FIQ) course and Qualification Evaluation; Mission Certification Training
Unqualified	BBQ	Basic Boom Operator-Undergraduate Flying Training (CEA CoE)	Boom Operator (Basic) Initial Qualification (BBQ) course and Qualification Evaluation; Mission Certification Training
NOTES: Total flying hours represents all flying time logged aboard a fixed wing aircraft as a "military" pilot including UPT, Student, and "Other" time (but does not include time in another aircrew specialty).			

Table 6.2. KC-10 ATS Formal Courses.

Course ID	Title	Students	Training Devices PH-1A	Calendar Days Training Days PH-1A	Notes
KC-10 BBQ	Boom Operator (Basic) Initial Qualification	1	19 BOTs 2 FTDs 6 CLTs	47 days 35 days + 2 CRM	4
KC-10 BRQ	Boom Operator Requalification	1	7 BOTs 1 FTD 3 CLTs	17 days 13 days	4
KC-10 BIC	Boom Operator Instructor Course	2	12 BOTs, 2 FTDs, 5 CLTs, 2 WSTs	24/21 days 18/15 days	1, 4
KC-10 FBP	Flight Engineer Basic Prequalification Course	2	1 WST 2 FTDs 1 BOT	18 days 14 days	
Course ID	**Title**	**Students**	**Training Devices PH-1A**	**Calendar Days Training Days PH-1A**	**Notes**
KC-10 FIQ	Flight Engineer Initial Qualification	1	24 WSTs 27 FTDs	70 days 52 days	6
KC-10 FRQ	Flight Engineer Requalification	1	11 WSTs 11 FTDs	30 days 23 days	2
KC-10 FIC	Flight Engineer Instructor Course	2	8 WSTs 1 FTD	22/19 days 16/13 days	1
KC-10 PIQ	Pilot Initial Qualification	2	24 WSTs 20 FTDs	70days 52 days	6
KC-10 ACIQ/PTX-1	Aircraft Commander Initial Qualification	2	24 WSTs 20 FTDs	70 days 52 days	6
KC-10 PCO	Pilot Check Out Course	2	8 WSTs 2 FTDs	12 days 10 days	
KC-10 PRQ/PTX-2	Pilot Requalification	2	11 WSTs 11 FTDs	32 days 24 days	
KC-10 IAC	Instructor Aircraft Commander Course	2	8 WSTs 1 FTD	22/20 days 16/13 days	1
KC-10 SSF	Senior Staff Officer Familiarization	2	2 WSTs 1 FTD, 1 BOT	3 days 3 days	3

| KC-10 SOC | Senior Officer Course | 1 | 5 WSTs
1 FTD | 5 days
5 days | 3,5 |

NOTES:

1. There are two tracks available for instructor upgrade. Track I is for students that have never been Air Force flight instructors (the longer course that includes extra academics) and Track II is for all others. For Instructor Courses that include the three-day Academic Instructor Course (AIC) portion. If the student is a previously qualified instructor they need not accomplish this training and will start three days later.

2. KC-10 FRQ requires pilot class KC-10 PRQ to be scheduled at the same time.

3. See paragraph **2.7** for additional requirements.

4. While planned for one student, this course can accommodate two students by doubling the number of BOT periods required.

5. Squadron to which the Senior Officer is attached will provide an appropriate pilot 'seat filler' to complement their SOC student.

6. Course is designed for one ACIQ, one PIQ and one FIQ student or two PIQ students and one FIQ student.

Table 6.3. KC-10 ATS Non-Formal Courses.

Course ID	Title	Course Student	Students	Training Devices	Training Days	Note
KC-10 MEQ	Maintenance Engine Run Qualification	MX Member receiving initial training for KC-10 Engine Ground Operation	2	2 FTDs	1 day	
KC-10 MER	Maintenance Engine Run Refresher	MX Member receiving refresher training for KC-10 Engine Ground Operation	4	2 FTDs	1 day	
KC-10 TEF	Two Engine Ferry Course	Highly experienced OG / Stan Eval Pilots and Flight Engineers	2/1	1 WST	2 days	
KC-10 PFREF	Pilot / Flight Engineer Refresher	Continuation Training for KC-10 Qualified Pilots and Flight Engineers	2/1	2 WSTs	2 days	
KC-10 BREF	Boom Operator Refresher	Continuation Training for KC-10 Qualified Boom Operators	1	3 BOTs	2 days	
KC-10 ATT	Additional Training Time (4+00)	KC-10 qualified Pilots and Flight Engineer	2/1	1 WST	1 day	
KC-10 CAT II	Category II ILS Training	KC-10 qualified Pilots and Flight Engineers	2/1	1 WST	1day	1
KC-10 HAZ	Hazardous Cargo Training	KC-10 qualified Pilots and Boom Operators				2

KC-10 CRM-IT	Crew Resource Management Initial Training	All KC-10 Crewmembers				3
KC-10 CRM-RT	Crew Resource Management Recurring Training	All KC-10 Crewmembers				3
KC-10 CRM-I/ET	Crew Resource Management Instructor/Examiner Training	All KC-10 Instructors & Examiners				3
KC-10 ATD-P/FE	Aircrew Training Device Course (P/FE)	KC-10 IP/Evaluators KC-10 IF/Evaluators	3/ 2	2 WSTs 1 FTD	2 days	4
KC-10 ATD-BO	Aircrew Training Device Course (BO)	KC-10 IBO/Evaluators	2	2 BOTs	2 days	4

NOTES:

1. This course is archived for future reference/use and are not updated nor maintained by the ATS contractor. They can be updated for use following AMC/A3TK notification to the contractor.

2. This training is Computer Based training.

3. CRM training is developed in accordance with AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Training is included in the requisite Initial Qualification, Instructor Qualification, and Refresher courses.

4. Course designed to teach KC-10 qualified instructors and evaluators to operate devices (WST and FTDs for IPs/IFEs, BOT for IBOs).

6.5. Lesson Objectives. Contractor-developed lesson objectives are based on requirements in this instruction.

6.5.1. The training contractor will provide KC-10 aircrew members with ground-based training required to meet objectives for initial qualification, requalification, upgrade, senior staff, differences, and continuation training.

6.5.2. General. Recurring academic and ATD training is designed to ensure that prescribed subject material is presented in a realistic manner on a programmed basis. Instruction will be provided by instructors trained and employed by the training contractor and through course materials developed by the training contractor.

6.5.2.1. Objective. Ensure all aircrews maintain proficiency required to safely operate the aircraft and effectively perform the assigned mission. Crewmembers will utilize training devices to enhance training areas that ATDs are particularity well suited to accomplish (e.g., wind shear and microburst training, low visibility approaches, systems knowledge, emergency and abnormal procedures, etc.).

6.5.3. Crew Resource Management (CRM) training. The KC-10 ATS incorporates CRM principles during all phases of training including initial and continuation training to meet requirements of AFI 11-290. Instructors use AF Form 4031, *CRM Skills Criteria Training/Evaluation* as prescribed in AFI 11-290, for CRM skills training.

6.6. Unsatisfactory Student Progress. If a student's training progress is unsatisfactory the contractor will notify their squadron commander. Following a review of the student's record the government (Sq/CC, OSS/OST, Det 1, PO/QAR) will determine whether to continue or terminate training.

6.6.1. The contractor will provide written feedback to the student's gaining unit commander or training office for students who display substandard performance.

6.6.2. Remediation Procedures.   ATS contractor and PO/QAR must receive prompt notification of failed flight evaluations culminating an ATS course. Local procedures must ensure notification is completed within 24 hours of failure for local evaluations and within 24 hours after return to home station for off-station evaluations. Remediation subsequent to a failed flight evaluation may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged.

6.6.2.1. Remediation Scheduling:

6.6.2.1.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and ATS training manager will coordinate training start and completion dates.

6.6.2.1.2. The ATS contractor will contact the trainee's squadron commander if a trainee is identified, during ATS contractor's instruction, to need remediation or additional training.   If the ATS contractor determines no further amount of remediation or additional instruction will result in the individual attaining required proficiency level the contractor will expeditiously inform trainee's squadron commander verbally and follow-up in writing. As a minimum, the Air Force ATS PO/QAR will receive a courtesy copy of this documentation. Following a review of the student's record the government (Sq/CC, OSS/OST, Det 1 AMCAOS, and PO/QAR) will determine whether to continue or terminate training.

6.7. Courseware Changes. Changes to ATS courseware may be proposed by any KC-10 crewmember. Complete recommended change on ATS contractor's change proposal form and submit to the local PO/QAR. Change proposals will be sent through wing or group training and ATS PO/QAR offices to Det 1 AMCAOS. The Det 1 AMCAOS will coordinate with the ATS contractor and the originator and will provide feedback to reflect action taken. Change proposal forms are available from ATS contractor site manager at each site.

6.8. Scheduling:

6.8.1. AMC/A3T Responsibilities:

6.8.1.1. Submit the following fiscal year's student training requirements to the contractor no later than 31 January of the current year.

6.8.1.2. Publish and distribute the next fiscal year's annual programmed flying training (PFT) schedule no later than 1 June of the current year.

6.8.1.3. Coordinate changes to the current PFT with the KC-10 program management team and the contractor and distribute those changes.

6.8.2. Contractor Responsibilities: (These reports are exempt from Office of Management and Budget review in accordance with Public Law 96-511, *The Paperwork Reduction Act of 1980, as amended, Title 44, United States Code, Chapter 35.*).

6.8.2.1. Develop and submit the following year's PFT to AMC/A3TF no later than 15 Apr of the current year.

6.8.2.1.1. Notify AMC/A3TF and A3TK prior to 15 Apr of the current year for resolution if yearly PFT request received by the contractor exceeds contracted PFT baselines from either the overall PFT numbers requested or due to contractor limitations.

6.8.2.2. Provide units with a quarterly pilot, FE, and BO refresher and Additional Training Time (ATT) schedule no later than 45 days prior to the start of the following quarter. The contractor will fill any vacancies in each quarter's draft WST and BOT schedule with ATT periods. The goal is to ensure the squadrons have the opportunity to use 100% of available WST time as long as the contracted ATT throughput is not exceeded. This means the contractor should not leave an available period unscheduled in the draft schedule due to lack of instructor availability. The training facility manager and all local KC-10 squadrons will establish mutually agreeable scheduling procedures.

6.8.3. OG/CC OPR (AFRC/A3TA) Responsibilities:

6.8.3.1. No later than the last week in November of each year, provide AMC/A3TF with estimated training requirements (initial qualification, requalification, upgrade, senior staff, ATD refreshers, engine run, and additional simulator training time) of their units for the next fiscal year.

6.8.3.2. Coordinate with AMC/A3TF when additional training slots are required. Additional requirements for training slots will be thoroughly justified.

6.8.3.3. Provide Wing Formal Training with either a form letter or an annotated class roster indicating the date and names of crewmembers completing their evaluation.

6.8.3.4. **(Added-TRAVIS)** The ATS contractor should provide 60 OSS/OSTT the quarterly ATS schedule 45 days prior to the start of the quarter. OSTT will allocate flight continuation training courses equitably for both active duty and reserve units, based on fiscal year through-put requirements. Squadrons will ensure requests are submitted 60 days prior to the start of the quarter. The ATS schedule should be published on the 60 OSS/OST SharePoint website.

6.8.4. Unit Responsibilities:

6.8.4.1. No later than the last week in October of each year, provide OG/CC (AFRC/A3TA for AFRC units) with the estimated training requirements (initial qualification, requalification, upgrade, ATD refreshers, and additional simulator training time) of their units for the next fiscal year.

6.8.4.2. When filling initial, requalification, and upgrade course allocations, ensure allocation RIPs are sent to the unit MPF with the minimum: course, class number, grade, name, and SSN of the individual scheduled for training. Crewmembers are to be reminded to receive an ADSC briefing by MPF prior to attending training (N/A AFRC).

When training involves TDY, it is unit funded. In this case, units must provide fundcite to the applicable MPF.

6.8.4.3. No later than 45 days prior to the class start date, units must inform AMC/A3TF (AFRC/DPTF for AFRC units) and MPF or DPMPC with class number, name, and a SSN of personnel attending.

6.8.4.3.1. AMC/A3TF will forward this information to contractor site managers at the beginning of every month. The contractor site manager will compare the AMC/A3TF list to the PFT to ensure every course on the AMC/A3TF list has the same number of students as the PFT. On the first day of class, the contractor will also ensure only the students designated on the AMC/A3TF list are trained. If no student or the wrong student attends the class, the contractor will coordinate with the unit and AMC/A3TF to correct the problem.

6.8.4.4. Thirty (30) days prior to the start of a new quarter, all units must notify AMC/A3TF of all allocations they do not plan to use during that quarter.

6.8.4.5. AMC/A3TF makes unused allocations available to other units. Normally, AMC allocated slots remain AMC slots until relinquished by AMC/A3TF. Conversely, AFRC slots remain AFRC slots until relinquished by AFRC/A3TA.

6.8.4.6. Units desiring to trade quotas may do so without AMC headquarters' approval; however, they must inform AMC/A3TF and all appropriate agencies and units.

6.8.4.7. Requests for additional training quotas will be submitted directly to AMC/A3TF with information copies to OG/CC and AFRC/A3TA (if applicable). AMC/A3TF will take required action and inform applicable command formal training (DPPET-AMC and DPTF-AFRC) of any new authorized classes.

6.8.4.8. Coordinate aircrew refresher and additional training time scheduling requirements with the applicable training facility. The unit will work with the training facility manager to establish mutually agreeable and effective scheduling procedures. As a minimum, in accordance with the contract, the contractor will provide next quarter's schedule to the units 45 days prior to the start of the quarter. Units will designate which unit will use each training period and cancel any training that is not needed. Units will then return the schedule with squadron assignment no later than 20 days prior to the start of the quarter. Each active duty and AFRC associate unit will coordinate closely when scheduling ATD training. Training slots that cannot be filled by one unit must be offered to other units in a timely manner. Training slots should not go unfilled unless absolutely unavoidable.

6.8.4.9. Ensure the training contractor is kept apprised of scheduling changes or training requirements. The contractor should be provided as much advance notice as practical.

6.8.4.10. When practical, the contractor will schedule one ATT per week per active duty squadron. These ATTs will be scheduled so they may be used for crewmember evaluations on the third consecutive day following a two-day refresher. Intent is to move active duty simulator evaluations out of quarterly refresher periods and into ATT simulator periods.

6.8.4.11. When practical, squadrons will use these ATT periods to schedule active duty recurring simulator evaluations. If practical, try to schedule more than one evaluation during the same ATT, i.e. a pilot and flight engineer who are both in their eligibility window. Units should also strive to maintain crew integrity throughout the 3-day period.

6.8.4.12. Squadron Schedulers will notify the contractor training administrator with the names of the students for refresher ATD periods. The squadron scheduler may replace individuals to meet mission requirements. If the squadron cannot fill the training session with a full crew, the contractor must be notified of the cancellation by 1600 Local, the work day prior to the scheduled training. When the squadron does not fill the scheduled training session and does not notify the contractor administrator of a cancellation, this constitutes a "no-show." No-shows are submitted to AMC on the contractor monthly throughput report. Det 1 AMCAOS will notify squadron Director of Operations of any "no-shows" incurred by the squadron.

6.8.5. Simulator Tours: See paragraph **6.13**.

6.9. Administration:

6.9.1. ATS Feedback.

6.9.1.1. Air Force-appointed ATS PO/QARs are primary focal points and the liaison agency between the Air Force and the ATS contractor. PO/QARs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the Administrative Contracting Officer's (ACO) or Procurement Contracting Officer's (PCO) direction, and are accountable for these actions. Each wing or group commander will establish ATS PO/QARs positions and enforce directives, requirements, and procedures established by DoD and MAJCOM directives and publications. ATS PO/QARs must maintain a current copy of the ATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures.

6.9.1.2. Operational Evaluation. The ATS contractor is required to evaluate the ATS program (both formal and non formal) and its graduates' on-the-job performance. The objective of this ongoing "operational evaluation" is to assure the ATS produces qualified graduates. The contractor's system will ensure a steady flow of information to maintain quality, effectiveness, and currency in the ATS. Revisions to the ATS will be based on this information.

6.9.1.3. Feedback includes inputs from graduates, flight commanders (or designated representatives), and examiners. Analysis of actual performance (Air Force evaluation) and trainee critique data help to determine if graduates' on-the-job performance meets MTL and established performance standards. The importance of this on-the-job performance feedback from graduates, flight commanders, and examiners cannot be overemphasized. This data is vital to establishing a database to identify trends and support revisions to the ATS.

6.9.2. ATS Data Collection. Internal and external data will be collected, reported, and corrective actions taken according to approved operation evaluation plan.

6.10. Training Implementation/Student Expectation:

6.10.1. Crew Member Preparation.   The crew member is responsible for adequate preparation prior to reporting for each ATD mission. This includes a review of the mission profiles, pre-course study material, all associated normal, abnormal, and emergency procedures, and applicable aircraft systems.   The FE CBT systems review will be accomplished during the quarter for those systems topics.

6.10.2. Mission Pre-Briefing. Prior to each ATD mission, the instructor will brief crew members on mission objectives, specific training items to be accomplished, scheduled systems and performance training, crew resource management, and any additional area of emphasis.   The briefing should include data and information necessary to complete the mission, special procedures, and aircraft systems. The information presented in the briefing should correlate to the tasks to be reinforced in the training device. It should include any changes or adjustments to pre-positioned data and a review of the overall mission and coordination of individual crewmember responsibilities. Prior to executing the scheduled training event, a designated crewmember should conduct a mission briefing covering AFI 11-2KC-10 Volume 3 briefing items.

6.10.3. Mission Debrief.   Following ATD missions, all aspects of the mission will be discussed. Emphasis will be placed on all observed weak areas. The crew is required to enter maintenance discrepancies in the AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document* prescribed by T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures* and debrief the maintenance technician.

6.11. Browsing Training Products. KC-10 crewmembers and engine-run personnel are encouraged to browse any and all lessons, guides, and material within the ATS.   This is particularly appropriate to those crewmembers preparing to enter upgrade courses.   Use the following guidelines:

6.11.1. Browser time is on a space-available basis.

6.11.2. Coordinate browser requests with the local ATS site manager.

6.11.3. Trainees are not to be scheduled to browse lessons for remediation. Remediation will be scheduled by coordinating with the ATS contractor. Browsing a lesson does not enable the trainee to take the end-of-lesson test. Trainees in remediation will be enrolled in lessons for review in order to take the end-of-lesson test and keep a permanent record of the remediation.

6.12. Aircraft Flights for ATS Training Instructors.

6.12.1. ATS Contractor Personnel Flight Operations. ATS Training Instructors observe in-flight operations according to AFI 11-401 and the KC-10 ATS contract. Flights will be accomplished according to the terms and conditions of a current government contract. ATS contract instructors who observe local missions (defined as training missions originating and returning to home station) may observe the mission in Mission Essential Personnel (MEP) status. ATS contract instructors are authorized (at the Aircraft Commander's discretion) to occupy the flight deck during any phase of flight. As MEPs, ATS contract instructors may observe all portions of KC-10 training missions to include tactical maneuvers, receiver air-to-air refueling, tanker air-to-air refueling, touch-and-go landings, and full stop taxi back

landings. ATS contract instructors are not authorized access to flight controls nor shall they occupy a primary crew position. Units detail local requirements in a supplement to this AFI.

6.12.1.1. The ATS contractor shall identify, publish and update (as appropriate) a list of ATS training instructors who plan to fly aboard KC-10 aircraft on observation missions. Personal factors such as life insurance restrictions may dictate the instructor's status. The contractor's list will clearly indicate the status for each instructor. Maintain the list with AMC/A3TK. Coordinate requests to observe in-flight training requirements with the appropriate OG/CC or equivalent.

6.12.1.2. The ATS contractor will provide written procedures for their instructor personnel outlining their compliance with the current KC-10 ATS contract. Included in these procedures are requirements to provide updated instructor lists of authorized personnel for flights, instructor requirements prior to flight and during flight, compliance with USAF safety procedures, and ATS contractor responsibility to return individuals to home station by commercial means at their expense if required.

6.12.1.3. ATS contractor instructors are required to fly a minimum of one time per year subject to OG/CC concurrence and the ATS contract.

6.13. ATS Facility Tours.

6.13.1. Wing training offices will coordinate all requests for KC-10 ATS facility tours with the contractor as soon as possible, but at least 24 hours in advance to ensure the tour will not impact simulator maintenance or training. Training will not be affected to meet a tour time and tours requiring whole periods or a significant part of simulator periods will typically not be supported. The fifteen-minute break during each WST is the most opportune time to accomplish an orientation without adversely affecting training.

6.13.2. Facility tours may require close coordination with public affairs and protocol. Air Force option time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events.

6.13.3. OG/CC will ensure an Air Force representative meets, greets, accompanies, and conducts all tours. The contractor is not manned for or on contract to perform these duties. The contractor shall be responsible for providing an aircrew training device operator only.

6.14. Aircrew Evaluation:

6.14.1. General. The decision of the Air Force examiner as to the ability of the aircrew member to meet qualification levels as set forth in AFI 11-202, Volume 2, shall be final and will not be subject to question by the contractor. An AF Form 8 will be completed for all initial and recurring simulator evaluations. Less than qualified performance will be documented as Qualification Level 3.

6.14.1.1. Initial Qualification Evaluations. Prior to commencing Phase IB flight training in the KC-10, each crew member will be administered an evaluation (Q-005 or Q-006 as appropriate) in the applicable ATD; evaluation will be used to evaluate the effectiveness of contractor training as well as the capabilities and proficiency of the student. Each initial qualification (IQ) training device evaluation shall be conducted using either contractor-developed (and Air Force approved) mission scenarios or local unit standardization-evaluation (Stan/Eval) developed scenarios (**Exception**: BO evaluations

will be conducted using contractor-developed (Air Force-approved) scenarios). For unit-developed profiles, the examiner must coordinate with the contractor a minimum one day prior to the evaluation and ensure it is compatible with ATD software. In the event of an unqualified rating (ATD or in-flight), a Qualification Level 3 AF Form 8 is issued to document the unqualified performance and the contractor is responsible for all retraining (ground-based) in those phases and sub-phases determined to be under the direct control of the contractor. A joint contractor and Air Force review board consisting of crew specialty representatives from Group level training, FTU (if an in-flight evaluation), Group and/or Squadron Stan/Eval and appropriate contractor personnel will review the aircrew member's performance and determine those phases of the ground based courses that require additional training to meet qualification levels.

6.14.1.2. Recurring Evaluations. Recurring ATD evaluations will be given using either contractor-developed refresher profiles, evaluation profiles, or Air Force examiner provided profiles. **Exception**: BO evaluations will be conducted using contractor developed (Air Force approved) scenarios. For unit-developed profiles, the examiner must coordinate with the contractor a minimum one day prior to the evaluation and ensure it is compatible with ATD software. In the event of an evaluation failure (in-flight or ATD), the appropriate ATD should be used to the maximum extent possible for retraining and rechecks. Usually, additional training and rechecks will be accomplished during a unit's scheduled ATT periods. In all cases, the unit must coordinate with the training contractor for ATD or instructor availability. In some cases, it may be necessary to cancel or reschedule training to accomplish the desired corrective actions.

6.15. (Added-TRAVIS) Persons desiring official (non-military) tours or simulator orientation rides will contact 60 AMW Public Affairs, at least 2 weeks in advance for an aircraft tour and 30 days in advance for a simulator. Specify simulator or KC-10 aircraft. Other required information includes date and time desired, as well as number of people attending. 60/349 AMW/PA will forward required info to 60/349 OSS/OST for coordination. KC-10 simulator time is generally not available for this purpose; however, efforts will be made to meet desires. 60/349 OG/CD approval or higher is required to override scheduled training. If available, 60/349 OSS/OST will coordinate for a pilot and Flight Safety will provide a simulator operator for required official tours. Family member visits and tours will be coordinated through OST at least 1 week in advance. All escort requirements will be the crew member's responsibility. Tours scheduled through PA should be coordinated 30 days prior to allow for appropriate forecasting of WST utilization. All unofficial visits (those not having 60/349 OG/CD or higher approval) within the facility, to include family tours, needs to be coordinated with and approved by the PO/QAR. (**Note:** contract requirements will limit the contractor to providing facility access to official visitors only. All other access must be authorized by the PO/QAR.) Visitor approval will be based on compliance with contract requirements and other procedures agreed upon by the ATS contractor, 60 OSS/OSTT and the PO/QAR.

Chapter 7

ARMS EVENT IDENTIFIERS AND COURSE DESCRIPTIONS

7.1. Description. ARMS event identifiers are standardized for mobility crewmembers. Event descriptions are listed by function.

Table 7.1. ARMS Identifiers.

Identifier	Group	Paragraph
A	Academic training	7.2
AA	USAF-Specified	7.3
AD	Airdrop	7.4 (N/A)
AS	Airland	7.5 (N/A)
B	Navigation & Individual Proficiency	7.6 (N/A)
C	Miscellaneous	7.7.1-7.7.5
E	Miscellaneous	7.7.6-7.7.15
FE	Miscellaneous	N/A
FF	Miscellaneous	7.7.16-7.7.18
FR	Formation Departure & Recovery	N/A
F	Formation Training	7.8
G	Ground Training	7.9
LL	Aircrew Flight Equipment	7.10
M	Mission Specific	7.11
NV	NVG	7.12 (N/A)
N	Crew Proficiency	7.13.1-7.13.14
P	Individual Proficiency	7.13.15-7.13.103
Q	Qualification	7.14
R	Air Refueling	7.15
RS	Tactical Approaches / Departures	N/A
S	Special Operations (SOAR)	7.16 (N/A)
SK	SKE	N/A
SS	SERE	7.17
V	Global Ready Aircraft Commander	7.18
VL	Visual Low Level	7.19 (N/A)
VT	Visual Threat Recognition & Avoidance	7.20
VV	NVG	7.21
X	Unit Defined	7.22

7.2. Academic (A) Events. Academic course numbers, titles, and brief descriptions follow. More detailed course descriptions and information are available in the applicable contractor training course book and the KC-10 training syllabi.

7.2.1. **A001–Initial Qualification Academic Course**. Contractor course of instruction leading to initial qualification in the KC-10 that includes academic and ATD instruction. Flight training will not commence until all A001 requirements are satisfactorily completed.

7.2.2. **A002–Pilot Check Out Course (PCO)**. Contractor course of instruction (KC-10 PCO) leading to aircraft commander qualification for MPD pilots in the KC-10 that includes academic and training device instruction.

7.2.3. **A003–Senior Staff Officer Familiarization Course**.　Contractor course of instruction (KC-10 SSF) that provides training for authorized senior staff-level personnel requiring familiarization in KC-10 and associated training program. It is intended for senior officers who are unfamiliar with the KC-10 and its mission and does not involve any form of aircraft qualification. Senior staff-level personnel who previously accomplished a formal KC-10 pilot training course that resulted in a Form 8 qualification (i.e., KC-10 SOC, KC-10 PCO, KC-10 IAC, etc.) receive credit for the KC-10 SSF course. Regardless of the venue of KC-10 SSF course credit, KC-10 SSF course credit expires 39 months from the date of the member's last KC-10 aircraft flight.

7.2.4. **A004–Senior Officer Course**. Contractor course of instruction (KC-10 SOC) which provides basic qualification (academic and simulator training) for authorized senior staff-level personnel. Flight training will not commence until all A004 requirements are satisfactorily completed.

7.2.5. **A010–Instructor Academic Training**. Contractor course of instruction (KC-10 IAC, FIC, BIC) leading to instructor qualification in the KC-10 that includes academic and training device instruction. Formal flight training will not commence until all A010 requirements are satisfactorily completed.

7.2.6. **A016–AFRC Reserve Associate Program Orientation Indoctrination**. Course of instruction that includes concepts, policies, techniques, operating procedures, working relationships and other appropriate information to ensure both active duty and AFRC associate personnel thoroughly understand the AFRC Associate Program. Instruction will be locally-developed by host wing and associate unit using applicable instructions and documents.

7.2.7. **A017–Regulation, Directive Knowledge, and Use-Initial and Mission Qualification/Certification**. Includes all publications, directives, and pamphlets students must utilize in operating KC-10 except for flight, AAR, and performance manuals. At minimum, student will demonstrate knowledge of publications listed in **Tables 7.2** and **7.3** that apply to their specific crew position. Requirement consists of locating information requested by instructor and providing accurate interpretation. ACs, senior staff, and PCOs may accomplish event in conjunction with A018 (Aircraft Commander Responsibilities).

Table 7.2. Associated Directives (Initial/Requalification).

PUBLICATION	POSITION
AFI 11-2KC-10, Volume 1, *KC-10 Aircrew Training*	ALL
AFI 11-2KC-10, Volume 3, *KC-10 Operations Procedures*	ALL
AFI 11-202, Volume 1, *Aircrew Training*	ALL
AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*	ALL
AFI 11-202, Volume 3, *General Flight Rules*	ALL
AFI 11-207, *Combat Aircraft Delivery*	ALL
AFI 11-218, *Aircraft Operations and Movement on the Ground*	ALL
AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*	ALL
AFI 11-401, *Aviation Management*	ALL
AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)* FOUO	ALL
AFI 34-246, *Air Force Lodging Program*	ALL
AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments*	P, BO
AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*	ALL
AFMAN 11-217 Volume 1, *Instrument Flight Procedures*	P
AFMAN 11-217 Volume 3, *Supplemental Flight Information*	P
AFTTP 3-3.KC-10, *Combat Aircraft Fundamentals, KC-10 (U)*	ALL
AMCI 11-207, *AMC Weapons and Tactics Program*	ALL
AMCI 11-208, *Tanker/Airlift Operations*	ALL
AMCI 24-101 Volume 9, *Air Terminal Operations Center*	P, BO
AMCI 24-101 Volume 11, *Cargo and Mail Policy*	P,BO
ATP-56(B), *Air to Air Refueling* (Usually carried in Mission Kits)	P
DoD 4500.54-M, *Foreign Clearance Manual* (aka *Electronic Foreign Clearance Guide, eFCG*)	ALL
Squadron Read File and FCIF	ALL
1C-10(K)A-1-2, Minimum Equipment List	ALL

Table 7.3. Associated Directives (Instructor Qualification).

PUBLICATION	POSITION
AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*	ALL
AFI 11-218, *Aircraft Operations and Movement on the Ground*	ALL
AFI 11-2KC-10, Volume 1, *KC 10 Aircrew Training*	ALL
AFI 11-2KC-10, Volume 3, *KC-10 Operations Procedures*	ALL
AFI 11-401, *Aviation Management*	ALL
Contractor Course Book (applicable course numbers)	ALL

KC-10 Flight Training Syllabus	ALL
NOTE: Instructor Upgrade. This area includes all publications, directives, and pamphlets instructor-candidate must utilize and be knowledgeable of to perform KC-10 instructor duties. At a minimum, instructor candidates will demonstrate knowledge of the publications listed in **Table 7.3** that apply to their specific crew position. This requirement consists of locating information requested by the instructor and providing an accurate interpretation.	

7.2.8. **A018–Aircraft Commander Responsibilities**. Pilots must receive a comprehensive briefing on their responsibilities to the mission and to the flight crew while performing AC duties. This briefing will include, but not be limited to C2, chain of command, FCG, ICAO procedures, passenger handling, cargo handling, customs, Uniform Code of Military Justice (UCMJ), billeting, security, aircraft performance and limitations, crew rest, crew duty day, all volumes of AFI 11-2KC-10, Volume 3, and flight crew qualifications. Review of the KC-10 AC's duties and responsibilities will be accomplished as part of this event. Senior staff need only receive a briefing on those areas pertinent to their level of qualification.

7.2.9. **A022–Two-Engine Ferry Training**. Contractor course of academic and ATD instruction designed to train selected crew members (pilots and FEs) on procedures, techniques, aircraft preparation, performance, and crew coordination required to successfully complete KC-10 Two-Engine Ferry missions. Crew will consist of two instructor or evaluator pilots and one instructor or evaluator FE. See volumes of AFI 11-2KC-10 Volume 2 for crew selection criteria.

7.2.10. **A023–Two-Engine Ferry Certification Training**. At minimum, certification training will consist of the contractor course and reviewing the following items:

7.2.10.1. Command guidance on two-engine ferry operations (AFI 11-2KC-10, Volume 3)

7.2.10.2. Mission planning

7.2.10.3. Coordination of overflight

7.2.10.4. Aircraft preparation for ferry flight

7.2.10.5. T.O. 1C-10(K)A-1-4, *Two-Engine Ferry Operations*

7.2.11. **A034–Requalification Course.** Contractor course of instruction for requalification of pilots, FEs, and BOs using an abbreviated version of the initial qualification course (A001). Flight training will not commence until all A034 requirements are satisfactorily completed. Administer when a specific course is not designated.

7.2.12. **A044–Instructor Training Course Workbook.** Must be completed prior to beginning KC-10 instructor courses (A010). This is a vital portion of the training program and must be completed prior to the course in order to achieve desired results.

7.3. U. S. Air Force Specified (AA) Events.

7.3.1. **AA01–Qualification Evaluation.** Administered in-flight according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required prior to unsupervised flight. Required as a course completion item for qualification, requalification, and upgrade training as directed by this volume.

7.3.2. **AA21–Combined Qualification and Instrument Evaluation.** Administered according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required prior to unsupervised flight. Required as a course completion item for qualification, requalification, and upgrade training as directed by this volume.

7.4. Airdrop (AD) Events. (N/A KC-10)

7.5. Airland (AS) Events. (N/A KC-10)

7.6. Navigation & Individual Proficiency (B) Events. (N/A KC-10)

7.7. Miscellaneous (C, E, H, FE, FF, LE) Events.

7.7.1. **C010–CWD Driver Operations.**

7.7.2. **C020–Mass Casualty Exercise.**

7.7.3. **C030–Mobility Briefing.**

7.7.4. **C040–Mobility Folder Review.** Unit commander ensures unit personnel prepare for deployment in accordance with this AFI and AFI 36-507, *Mobilization of the Civilian Work Force*. In addition to the aircrew specific training items contained in this AFI, Air Force members have Air Force specific and theater specific requirements that must be met prior to deployment. The unit UDM is responsible to ensure all personnel meet these additional ancillary and mobility training requirements and are prepared for deployment to locations specified by tasking order. OPR is Unit Commander, Unit Deployment Manager, and individual crewmembers. See AFI 10-403, *Deployment Planning and Execution*. Frequency of this event will be determined by the Installation Deployment Plan (IDP).

7.7.5. **C050–Unit Disaster Training.**

7.7.6. **E010–Standards of Conduct Briefing.**

7.7.7. **E020–AMC Escort Training.**

7.7.8. **E030–Passport.** Used to track passport expiration dates for crewmembers. It is AMC policy for all crewmembers to have a current Official US passport in order to comply with country entry requirements specified in the *Foreign Clearance Manual (*also referred to as *Electronic Foreign Clearance Guide, eFCG)*.

7.7.9. **E035–Secondary Passport.** As required for unit mission. Primary use is for visa application, and to track secondary passport expiration dates for crewmembers.

7.7.10. **E040–Base Populace Briefing.**

7.7.11. **E050–Newcomer Substance Abuse Awareness Briefing.**

7.7.12. **E060–Newcomers Social Actions Briefing.**

7.7.13. **FF00 Total Flight Surgeon Sortie.** Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days. To maintain currency, time between flights must not be

more than 60 days. Notify the Command Surgeon when time between flights exceeds 60 days.

7.7.14. **FF11 Primary Day Flight Surgeon Sortie.** Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days.

7.7.15. **FF12 Primary Night Flight Surgeon Sortie.** Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.

7.8. Formation (F) Events. Pilots may log applicable events when performing PNF/instructor/evaluator duties.

7.8.1. **F020–Formation.** Follow procedures from AFTTP 3-3.KC-10, AAR technical orders (T.O.) and AFI 11-2KC-10, Volume 3. At least 30 minutes of formation, to include the departure and join-up, should be planned and accomplished. Each aircraft commander must brief that portion of the mission they will lead. Accomplish P260 and P270 prior to and/or during each formation flight and plan on using EMCON 2 procedures throughout. Essential radio communications required for safety of flight, or failure to accomplish a P260 or P270, does not preclude crediting the event. Log only one F020 per sortie. Credit may be taken for all formation positions.

7.8.2. **F030–Large Formation**. Three or more aircraft, not necessarily the same type, in cell formation. Must be flown through completion of level-off or join-up, whichever occurs first. Follow procedures from AFTTP 3-3.KC-10, AAR technical orders (T.O.) and AFI 11-2KC-10, Volume 3. All pilots must be squadron commander certified. Any position is creditable. Dual log with F020.

7.8.3. **F060–AAR Formation**. 15 minutes of AAR formation required (tanker or receiver). Consists of rendezvous and AAR procedures prescribed by AAR T.O.s, AFTTP 3-3.KC-10, and AFI 11-2KC-10, Volume 3. Credit may be taken if receiver aborts or if conducting KC-10 on KC-10 formation and AAR, provided a sampling of AAR formation positions are accomplished. Not creditable in lead position.

7.9. Ground Training (G) Events. This section describes specific ground training courses for KC-10 aircrews.

7.9.1. **G002–Aircraft Marshalling Training and Examination.** Ensures crew members understand proper marshalling procedures preventing aircraft taxi incidents.

7.9.1.1. **Description:** MAJCOMs will ensure that all ground and all aircrew personnel who are or could be directly involved with aircraft movement are tested on their

knowledge of marshalling signals, airport markings, lights, and signs. Test personnel within 30 days after: reporting for duty following permanent change of station (N/A if tested at a formal school within the previous 6 months), or after their first assignment to duties requiring knowledge of marshalling signals and/or airport markings, lights, and signs. Review of AFI 11-218, and AFI 11-2KC-10 Volume 3 taxi restrictions/limitations, followed by an exam which may be incorporated into the crewmembers open book examination according to AFI 11-202 Volume 2. OPR is AMC/A3T; Unit is Squadron.

7.9.2. **G003–Flightline Security and Drivers Examination.** Ensures crew members understand proper flightline driving and security procedures. Required prior to driving on the flightline. Training includes: examination and certification to drive vehicles on the flightline according to local procedures and a briefing by the flightline constable covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection. OPR is MAJCOM: AMC/A33/SFO; Unit is Chief, Airfield Management and Flightline Constable.

7.9.3. **G007–Flight Records Review.** See requirements in AFI 11-401 and AFI 11-421, *Aviation Resource Management*.

7.9.4. Reserved for future use.

7.9.4.1. **Instructor:** Qualified disaster preparedness personnel (Civil Engineering Readiness Flight).

7.9.5. **G025–Aircraft Field Trip.** Gives initial qualification students the opportunity to locate and operate equipment, practice interior/exterior inspections, and get questions answered. Also, instructor students will be given the opportunity to practice instructional techniques as they lead the trip under the supervision of qualified FTU instructors. A static aircraft should be used for the field trip. Training should be accomplished during FTU in-processing, as a group (i.e. all available crew positions) and will be completed prior to the first flight for initial qualification students. Areas to be covered include, but are not limited to, cabin door operation, alternate aircraft access locations, emergency equipment operation, manual operation of numerous fuel valves, taxi references, and APU operations to include emergency shutdown. In addition, initial qualification students should be guided through a typical pre-flight sequence covering procedures and techniques from arrival at the aircraft up through the completion of the "Cockpit Preparation" checklist. Normally accomplished in conjunction with LL03. OPR is Det 1 AMCAOS; Instruction by FTU instructors; Unit is squadron training section.

7.9.6. **G060–Aircrew Tactics Continuation Training.** Provides the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission. The course is based on information found in Air Force Tactics, Techniques, and Procedures (AFTTP) 3-1.General Planning, 3-1.Threat Guide, 3-1.KC-10/KC-135 and 3-3.KC-10 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC. VT05 (Threat Recognition Refresher) may be completed as part of G060 for those individuals who previously accomplished VT01 (Initial VTRAT) training. VT05 training can be completed by either the VTRAT trainer, Classified CBT (available on CD and accomplished on a SIPRNet computer), or utilizing an alternate media approved/authorized by AMC/A3D. OPR is

AMC/A3D. The courseware is posted on the AMC Combat Operations SIPRNET website **www.amc.scott.af.smil.mil/hosted_orgs/dok**/. Rated Instructors Required. Graduate of the USAF Weapons Instructor Course (WIC), Combat Aircrew Tactics Course (CATS), or Combat Aircrew Tactics Course/Mobility Electronic Combat Officer's Course (CATS-MECOC) required. **Additional Information:** OG/CC may specify an alternate frequency for Tactics training, but not less than "Annual." CATS and CATS-MECOC students may credit G060 upon completion of course syllabus. May be conducted in conjunction with G070 as determined by agreement between local Intel and Tactics offices.

7.9.7. **G070–Aircrew Intelligence Training (AIT).** Provides crews with the fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhances crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival. Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA). See AFI 14-105, *Unit Intelligence Mission and Responsibilities* and AFI 14-105_AMCSup1; (see 14-2MDS Volume 3 when published) for further guidance. The unit intelligence officer will administer a tailored AIT-related test to determine training objectives are met. May be conducted in conjunction with G060 as determined by agreement between local Intel and Tactics offices. OPR is AMC/A2.

7.9.8. **G080–Communications Procedures**. Provides aircrews recurring study in communications procedures. Enables aircrews to become proficient in the use of AMCH 33-1, *AMC Tanker Airlift Communications Handbook* and the *Flight Information Handbook (FIH),* and ensures crew members possess a thorough knowledge of all communications and COMSEC requirements. Training includes code loading devices, equipment operation, Air Force Spectrum Interference Resolution (AFSIR), authentication and IFF SIF codes and procedures, Iridium Phone, HAVE QUICK and SECURE VOICE, as applicable. Training involves COMSEC user requirements to include receiving, protecting, destroying, and accounting for COMSEC material according to AFI 33-201 Volume 2, *Communications Security (COMSEC) User Requirements*. See AFI 33-201, Volume 2 and AFI 11-244 Volume 1, *Instructions for Combat Crew Communications*.

7.9.8.1. OPR is MAJCOM: AMC/A3T/A3TA and CPSS/STSP; Unit is ATS contractor, Combat Crew Communications, COMSEC responsible officer (CRO), wing, operations group, and squadron training personnel; Instructors are: ATS instructors (if included in ATS contract), wing, operations group, and/or squadron training personnel, if instructor led. Training Aids and Media: AF Form 4168, *COMSEC Responsible Officer and User Training Checklist (LRA)*. Units may choose to complete COMSEC handling procedures by CBT or IBT format. Local procedures, updates, and the classified portion will be briefed by the unit's Combat Crew Communications Flight (CCCF). Do not log until both parts are complete.

7.9.8.2. **Additional Information:** The Computer Based Training (CBT) version of G080 is a general overview of COMSEC handling procedures for aircrews. The CBT version does not cover all the requirements and local procedures. The CBT version will be used as an additional tool to enhance your training program. CCCF is required to cover all the other requirements.

7.9.9. **G090–Anti-Hijacking.** Provides crewmembers with training on USAF policy that includes war and peacetime requirements for arming USAF personnel and the use of deadly force. Training includes the use of force model, training aircrews armed to protect resources, and prevent/resist acts of aircraft piracy (hijacking). This training meets requirements in AFPD 16-8, *Arming of Aircrew, Mobility, and Oversea Personnel* and AFI 36-2226 *Combat Arms Program*, to include procedures in AFI 31-207, *Arming and Use Of Force By Air Force Personnel.* This course will supplement training in G280, Small Arms/CCAT. This training can be found either through the AF portal at: **https://www.my.af.mil/faf/FAF/fafHome.jsp** (Top Viewed: Training/ADLS. ADLS Gateway, AMC Course List, My Courses, Fundamental Aircrew Courses) or through the AMC ADLS at: **https://amc.csd.disa.mil/kc/main/kc_frame.asp?blnWhatsNew=True** . OPR is MAJCOM, AMC/A3T and AMC/A7S; Unit is Squadron; See AFI 13-207.

7.9.10. **G100–Laws of Armed Conflict (LOAC).** Ensures Air Force personnel understand the LOAC. See requirements in AFPD 51-4, *Compliance with the Law of Armed Conflict (LOAC)* and AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*. Annually, all commanders will ensure that assigned personnel are trained in the principles and rules of LOAC. At a minimum, training will include subjects required by the 1949 Geneva Conventions for the Protection of War Victims and the Hague Convention IV respecting the Laws and Customs of War on Land of 1907. OPR is MAJCOM JA Staff; Unit is JA; Commanders may supplement AF, MAJCOM LOAC training programs. LOAC training is available in several formats including web-based training at MAJCOM/JA staff web sites or: **https://golearn.csd.disa.mil/kc/login/login.asp**#. Completion of any LOAC training course fulfills the requirement for training. May be taught during G070, Intelligence Training. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting the JA's scripted briefing.

7.9.11. **G120–ISOPREP Review.** Review of isolated personnel report (ISOPREP). May be completed during an aircrew's G070-Aircrew Intelligence Training (AIT). All crewmembers will maintain a digital ISOPREP in Personnel Recovery Management System (PRMS), IAW Joint Personnel Recovery Agency (JRPA) guidance. Once printed, the ISOPREP card is classified CONFIDENTIAL and must be safeguarded according to AFI 14-105. Frequency in cited references is annual review, while MAF aircrews standardize at prescribed rate in **Table 4.2** and at least every 180 days. During employment operations, personnel will review ISOPREP upon deployment, prior to the first mission of the day and as often as necessary thereafter. Complete review of DD Form 1833, *Isolated Personnel Report (ISOPREP)* as prescribed by AFDD 2-1.6, *Personnel Recovery Operations*. See JP 3-50 *Personnel Recovery* for process and examples. OPR is AMC/A2; Unit intelligence officer will maintain individual ISOPREP.

7.9.12. **G130–Instrument Refresher Course (IRC).** Ensures pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying. Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210. IRC is accomplished according to AFI 11-202, Volume 2.

However, the IRC test must be completed within the evaluation eligibility period. The following topics will also be addressed where applicable to unit mission:

7.9.12.1. Controlled flight into terrain (CFIT) (applicable to all)

7.9.12.2. VFR flight rules, maneuvers, and procedures

7.9.12.3. Operations under the Global Air Traffic Management (GATM) system:

7.9.12.4. Minimum Navigation Performance Specifications (MNPS) airspace and procedures

7.9.12.5. Reduced Vertical Separation Minimums (RVSM) airspace and procedures

7.9.12.6. Required Navigation Performance (RNP) airspace and procedures

7.9.12.7. Special Departure Procedures

7.9.12.8. Complete IRC CBT courseware or KC-10 IRC web-based program at **https://golearn.csd.disa.mil/kc/login/login.asp**. The Computer Based Training (CBT) must be complemented by 2-hour instructor based training (IBT). Complete IRC examination within the evaluation eligibility period according to AFI 11-202 Volume 2. See AFMAN 11-210. Course is available via CBT or web based program with a follow-on two-hour IBT. The IBT may source from the core IRC including "hot topics", IRC testing software and questions are available from Air Force Flight Standards Agency (AFFSA) at web site: **https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-ED-SA-01-2&Filter=OO-ED-SA-01**. OPR is AMC/A3T; Unit is OG/CC; Curriculum Development by AFFSA.

7.9.13. **G150–Approach Plate Familiarization Training.** Provides flight engineers and boom operators with the knowledge and skills necessary to monitor the briefed departure and approach and advise the pilots of any deviations that would compromise safety. This training is designed to review terminal instrument procedures (TERPS). The training will include a breakdown of standard DoD and Jeppesen approach plates, explanation of aircraft navigation equipment, departure and terminal arrival procedures, instrument approach types, initial approach portion to the final approach portion and final approach procedures. Refresher training will be accomplished by completing the contractor-developed Approach Plate Familiarization Training CBT (training and testing) at the appropriate KC-10 ATS learning center or via the KC-10 ATS website. If student passes the test, the contractor will provide student with documentation showing successful training completion. If the student does not pass the test, the student will re-accomplish the CBT lesson(s) until successful. *Note:* G150 is the minimum training required for Approach Plate Familiarization Training. Units are encouraged to expand or supplement this training as appropriate. OPR is Det 1, AMCAOS.

7.9.14. **G160–Overwater Navigation Procedures**. To provide instruction and review of procedures and restrictions for Atlantic and Pacific oceanic crossing and international airspace. The training will cover oceanic crossing requirements, contingencies, ACFP review, ETP, and RNP/RNAV. OPR: MAJCOM/AMC/A3T.

7.9.14.1. Training Aids: G160–Overwater Navigation Procedures training located on the AMC/A3T CoP (see paragraph **1.15**).

7.9.14.2. Instructor: Instructor led G160 presentation/discussion required for mission certification ground training for all initial qualifications and aircraft commander upgrades.

7.9.15. **G180–Cargo and Passenger Handling Procedures.** Ensures KC-10 boom operators are knowledgeable in cargo planning and loading procedures and are able to properly handle passengers when they are transported on KC-10 aircraft. Course will teach proper and effective interaction with passengers. It will define acceptable and unacceptable behaviors, and will teach communication skills and problem solving when dealing with passengers. OPR is Det 1, AMCAOS; ATS Contractor is responsible for Curriculum Development; Unit is Squadron Training Section.

7.9.16. **G182 (Pilot only)/G182A(Boom Operator Only)–Hazardous Cargo (HZC)** (Mission Qualification/Certification and Continuation). Ensures KC-10 pilots and boom operators are knowledgeable in loading and transporting hazardous cargo. Provides instruction reviewing mobility aircrew hazardous materials procedures and AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments;* and AFJI 11-204. The syllabus includes: Hazardous Classification, Aircraft Loading and Passenger Movement, Packaging, Tactical and Contingency Airlift, Marking and Labeling, Aircrew Responsibilities, and Certification. Complete ATS provided CBT lesson. OPR is Det 1, AMCAOS.

7.9.17. **G190–Aircraft Servicing.** Provides crew members with training for turning their aircraft (recovery, servicing, and launch) when maintenance support is not available. Initial training course consists of video training and an aircraft field trip with hands-on training for ground handling and servicing of KC-10. FEs will be trained to proficiency on ground handling and servicing procedures and requirements when maintenance support is not available. Pilots and Boom Operators will be trained on their responsibilities for assisting FE during aircraft turn operations. This field trip will normally be in conjunction with G025. Refresher training consists of Pilots, FEs, and BOs viewing Det 1 AMCAOS video. Refresher credit may also be given for an aircraft field trip with hands-on training for ground handling and servicing of KC-10. OPR is AMC/A3TK; Unit is FTU.

7.9.18. **G220–KC-10 Aircrew Systems Refresher**. Additional systems training designed to supplement training provided during each quarterly WST refresher. This contractor-developed course is divided into lessons consisting of study material and review exercises. Each lesson is assigned to a specific training quarter as outlined below. This ensures each lesson matches systems that will be highlighted during each quarterly WST refresher. Though not mandatory, squadrons are encouraged to expand on this training.

7.9.18.1. *January-March* (WST missions 1/2 or 9/10): hydraulics, air conditioning and pressurization, and flight instruments.

7.9.18.2. *April-June* (WST missions 3/4 or 11/12): flight controls, APU, and power plant.

7.9.18.3. *July-September* (WST missions 5/6 or 13/14): electrics and landing gear and brakes.

7.9.18.4. *October-December* (WST missions 7/8 or 15/16): pneumatics, fuel and anti-ice.

7.9.19. **G230–Crew Resource Management (CRM) Refresher Academics.** Reinforces initial CRM training through an academic review of the AMC common core subjects (according AFI 11-290, as supplemented) with specific emphasis on an annual refresher topic. Mission-specific continuation CRM training conducted according to AFI 11-290, as supplemented. Course provides crew members with training on how to successfully use all crew members to resolve problem situations. G230 is taught by ATS contractor using building block approach and will consist of 2-hour briefing prior to CRM mission in the WST (G240). G230 must be accomplished before G240-CRM WSTs. Although crew training is more effective with BO present, BO need not be present for crew to receive credit. OPR is AMC/A3T.

7.9.20. **G231–Initial CRM**. Introduces AMC common core subjects (according to AFI 11-290), as supplemented. If initial CRM is not accomplished at the formal school, it must be accomplished within 1 year of reporting to home station. Aircraft and crew-specific CRM training conducted according to AFI 11-290, as supplemented, provides new crew members with training on how to successfully use all crew members to resolve problem situations. Taught by ATS contractor using building block approach. G231 training will consist of 1-day workshop. Part of Phase IA training for all initial qualification crew members regardless of previous weapons system experience. Initial CRM is not required for requalification or upgrade courses. G231 satisfies G230 and G240. OPR is AMC/A3T.

7.9.21. **G232–Instructor/Evaluator CRM.** Training emphasizes the instructor's role by reinforcing CRM concepts during pre-briefs, WST missions, and post mission critiques. A one-time event taught by contractor during instructor upgrade.

7.9.22. **G240–Crew Resource Management (CRM) WST.** CRM mission-oriented simulator training (MOST) conducted according to AFI 11-290, as supplemented. Provides hands-on application of classroom-presented CRM refresher concepts through CRM WST training, addressing human factors issues in a realistic mission scenario. Training in the WST with a full crew complement, addressing human factors issues in a realistic mission scenario, is desired. As a minimum two pilots must be present. G230 is a pre-requisite for G240 and is accomplished as part of the pre-briefs before the G240-CRM WSTs. OPR is AMC/A3T.

7.9.22.1. **Additional Information:** The recommended minimum crew size for this course is an aircraft commander, MPD pilot, flight engineer and boom operator. If MAJCOMs authorize less than the recommended crew complement to attend refresher training, the affected units will ensure that the ATS contractor is able to support the missing crewmembers. Although crew training is more effective with FE and BO present, FE and BO need not be present for crew to receive credit. For Pilots and Flight Engineers, G240 is accomplished as one of the required quarterly refreshers missions and will be dual logged with G250.

7.9.23. **G250–Refresher WST.** Specific training accomplished must be annotated on a MAR, (See Chapter 4 for training events that can be accomplished or logged in ATDs). Contractor-administered simulator refresher courses (KC-10 PFREF) of instruction for aircraft commanders, pilots, and FEs. Consists of two WST periods per quarter (each period consist of: 2.0 hours pre-brief, 4.0 hour WST period, and 1.0 hour de-brief) emphasizing crew coordination, normal, abnormal, emergency procedures, aircraft performance, as well as aircraft systems. Det 1-

approved quarterly refresher profiles will include, as a minimum, the abnormal and emergency procedures listed in **7.9.23.1** and **7.9.23.2** below. Det 1 may substitute/delete single items on the list once per year to accommodate emphasis items or for accomplishing abnormal/emergency procedures requiring additional time. One WST period may be utilized for recurring simulator evaluation. Evaluation will consist of complete instrument evaluation (aircraft commander and pilot) and applicable portions of a qualification evaluation. Recurring simulator evaluations should be administered to two pilots and one FE as much as possible. This will minimize number of evaluation periods required as well as minimize negative impacts on refresher training.

7.9.23.1. **Aircraft Commanders and Pilots:**

7.9.23.1.1. Loss of all engines/generators

7.9.23.1.2. Engine fire or severe damage

7.9.23.1.3. Hydraulic system abnormal or emergency

7.9.23.1.4. Second engine fails on final approach (P185) (FP: PNF duties only required)

7.9.23.1.5. Single-engine operation (P184) (FP: PNF duties only required)

7.9.23.1.6. Engine-out approach and landing (P180)

7.9.23.1.7. Engine-out approach and missed approach (P170)

7.9.23.1.8. Simulated engine failure, engine failure after V1 (P040) or aborted takeoff (P183)

7.9.23.1.9. Performance Exercise

7.9.23.1.10. Contractor brief satisfies G220 requirements

7.9.23.2. **Flight Engineers**, at minimum, will accomplish the areas listed above as well as the following:

7.9.23.2.1. Tanker (R170) and receiver (R030) heavyweight AAR real time training using contractor-developed profile (not required every quarter). (FEs may operate isolated to allow pilots to work on separate requirements at the same time). The FTD/WST is the primary method for accomplishing FE training requirement for R030 and R170.

7.9.23.2.2. Aircraft Performance. One or more of the following performance areas will be selected by Det 1 AMCAOS and/or the ATS contractor SME for use during quarterly refresher training:

7.9.23.2.3. Compute AAR performance data for slow speed and heavyweight missions

7.9.23.2.4. Obstacle clearance where runway cut-back is required in order to make the takeoff with a given gross weight (GW)

7.9.23.2.5. Correction Factor for Configuration Changes (CFCC)

7.9.23.2.6. VMCG limited GW

7.9.23.2.7. Reduced thrust takeoff with V1 equal to VMCG and assumed temperature must be checked and reduced

7.9.23.2.8. Takeoff GW exceeds tire speed limiting weight

7.9.23.2.9. V1 limited by VMBE

7.9.23.2.10. Windshear takeoff

7.9.23.2.11. Compute landing data (to include speeds and landing distance) for a landing at or near 436,000 GW with a wet runway and an abnormal flap or slat configuration

7.9.23.2.12. Compute the landing distance using performance manual charts for dual hydraulic system failure with dry and wet runway

7.9.23.2.13. Compute reference ground speed for landing with headwinds and tailwinds

7.9.23.2.14. Compute time and fuel to alternate using fighter drag abort scenario

7.9.23.2.15. Compute time and fuel to alternate after completing a local flying mission and weather is below minimums at home base

7.9.23.2.16. Compute brake cooling time following an aborted takeoff

7.9.23.2.17. Using the brake cooling time chart, compute data to determine if it is safe to make subsequent takeoff following an aborted takeoff (i.e. brake's capability to stop aircraft if abort becomes necessary on second takeoff)

7.9.23.2.18. Compute brake energy

7.9.23.2.19. Compute driftdown performance data

7.9.23.2.20. Compute endurance speed for a given endurance scenario

7.9.23.2.21. Compute takeoff data whereby multiple obstacles are present along the flight path

7.9.23.2.22. Compute takeoff data for a light weight takeoff and set proper speeds on the TOLD card in a situation where V2 is higher than flap retract speed

7.9.23.2.23. Compute takeoff data with an RSC

7.9.24. **G280–Combat Arms Training.** Academics and firing range exercise; includes use of force, live fire, or firearms simulator training; simulator training may not be used for initial training. Trains crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon. Include Rules of Engagement (ROE), and Arming and the Use of Force (UOF) ancillary training event according to AFI 36-2226 and AFI 31-207. Aircrews are categorized as Arming Group B for anti-hijacking/protecting resources purposes. IAW AFI 36-2226, "MAJCOMs may link Group B aircrew firearms training to an aircrew ground training cycle program." Active Duty aircrew will follow requirement of **Table 4.2** of this AFI. AFRC requirements are found in AFI 36-2226. OPR is AMC/A7F; Unit is Security Forces (SF); Instructor is qualified SF combat arms instructor.

7.9.25. **G290–Instrument Simulator.** Review and practice of instrument procedures is integrated into every KC-10 refresher WST (G250).

7.9.26. **G292–Refresher BOT.** Contractor-administered refresher course (KC-10 BREF) utilizing BOT and CLT. Course is administered quarterly and consists of three 2.5-hour training periods, CBTs, and a Cargo Load Exercise. To receive credit for this event, the associated CBTs, a Cargo Load Exercise and a minimum of 2 BOT periods must be accomplished. Planned 2 BOT period refreshers require prior AMC/A3TK approval. Unplanned BOT period cancellations (From 3 to 2 periods) due to weather or maintenance will qualify for G292 credit.

7.9.26.1. The following training areas will be accomplished during each quarterly BOT: ARO Station Inspection

7.9.26.2. Preparation for Contact–Boom/Centerline Drogue/Wing AAR Pod System

7.9.26.3. Direct receiver(s) to the contact position

7.9.26.4. Oral and visual communication

7.9.26.5. Boom Disconnect using AUTO or MANUAL retract (as req.)

7.9.26.6. Boom Disconnects using the IDS

7.9.26.7. Tanker AAR Breakaway (practice emergency separation)

7.9.26.8. Nozzle Binding (req. Annually) (N/R AFRC)

7.9.26.9. Post Air Refueling–Boom/Centerline Drogue/Wing Pod Drogue

7.9.26.10. After Landing/Parking

7.9.26.11. Associated Abnormal/Emergency checklist procedures

7.9.26.12. APU training (start, shut down, and associated emergency and abnormal procedures) (req. semi-annually)

7.9.26.13. Annually, as part of one of the refresher periods, all USAF Instructor/Evaluator Boom Operators (IBO, EB) will receive a "Nozzle Binding" scenario. This scenario requires two contract ATS instructors (primary instructor plus ATS instructor simulating a student). During this training the USAF IBO will occupy the IB instructor seat (N/A AFRC).

7.9.27. **G293–Additional Training Time (ATT).** Additional WST, FTD, and BOT training time used for other than quarterly refresher requirements (i.e. airfield qualification training, pilot proficiency activity, microburst training, aircrew evaluations). ATT training time does not include pre-briefing or post-mission debriefing time. Specific training accomplished must be annotated on a MAR.

7.10. Aircrew Flight Equipment (AFE) Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs. Refer to AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, for course descriptions.

7.10.1. **LL01 Aircrew Flight Equipment Familiarization**

7.10.1.1. Purpose: To ensure all crewmembers are familiar with KC-10 aircrew flight equipment and are able to identify, locate and utilize appropriate emergency equipment.

7.10.1.2. Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE availability, issue,

use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base. Units may combine with Local Area Survival (SS01).

7.10.1.3. OPR: AMC/A3T

7.10.1.4. Unit: Squadron Aircrew Flight Equipment.

7.10.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.1.6. Instructor: Qualified Aircrew Flight Equipment Instructor.

7.10.1.7. Training Aids: IBT with AFE training aids.

7.10.1.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.2. **LL03 Emergency Egress Training, Non-Ejection Seat.** Purpose: Understand aircraft egress procedures.

7.10.2.1. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFI 11-202, Vol 3.

7.10.2.1.1. OPR: AMC/A3T

7.10.2.1.2. Unit: Squadron Aircrew Flight Equipment.

7.10.2.1.3. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.2.1.4. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.10.2.1.5. Training Aids: Aircraft and IBT with AFE training aids.

7.10.2.1.6. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.3. **LL04 Aircrew Chemical Defense Training (ACDT).** Purpose: Understand Aircrew Chemical Defense procedures.

7.10.3.1. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using either the first or second generation ACDE or Aircrew Eye/Respiratory Protection (AERP) equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate ACCA decontamination processing procedures. Crewmembers who accomplish initial ACDT at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or Formal Training Unit (FTU) will receive credit for initial training on arrival at their permanent duty station. Units will not combine this training with CBRNE training.

7.10.3.2. OPR: AMC/A3T.

7.10.3.3. Unit: Squadron Aircrew Flight Equipment.

7.10.3.4. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.3.5. Instructor: Aircrew Flight Equipment instructor.

7.10.3.6. Training Aids: IBT with AFE training aids.

7.10.3.7. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.4. **LL05 Egress Training with ACDE**. Purpose: Understand Egress Training with ACDE.

7.10.4.1. Description: Evaluates the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary air and ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.10.4.2. OPR: AMC/A3T.

7.10.4.3. Unit: Squadron Aircrew Flight Equipment.

7.10.4.4. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.4.5. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.10.4.6. Training Aids: Aircraft and IBT with AFE training aids.

7.10.4.7. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.5. **LL06 Aircrew Flight Equipment Training (AFET)**   Purpose: To familiarize aircrew with aircrew flight equipment.

7.10.5.1. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

7.10.5.2. OPR: AMC/A3T

7.10.5.3. Unit: Squadron Aircrew Flight Equipment.

7.10.5.4. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.5.5. Instructor: Aircrew Flight Equipment instructor.

7.10.5.6. Training Aids: IBT with AFE training aids.

7.10.5.7. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11. Mission-Specific (M) Events.

7.11.1. **M010–Proficiency Sortie.** Provides crewmembers specific guidance on items that should be accomplished during local training sorties that will emphasize core skills. See requirements listed below by crew position.

7.11.1.1. **Pilots:** As a minimum, a pilot proficiency sortie will consist of the following:

7.11.1.1.1. Three instrument approaches

7.11.1.1.2. Missed approach

7.11.1.1.3. VFR traffic pattern (weather permitting)

7.11.1.1.4. In addition, the following should be accomplished when available and applicable:

7.11.1.1.5. Circling approach

7.11.1.1.6. Holding pattern or procedure turn (to include entry) *Notes:* **1.** If flown in the aircraft, once the exercise commences, it should not be disrupted for any other type of training. A minimum of 1.5 flying hours (1 hour for ARC) should be scheduled for this event. Must be accomplished with an IP (formal school instructors are exempt from the IP requirement). IPs should accomplish their M010 requirements with another IP on board the aircraft. **2.** If accomplished in the WST, the M010 event does not require any specific time requirements as long as the requirements listed above are met. Pilots should focus on instrument proficiency with all engines/systems operating. This event is not intended to be logged while handling multiple aircraft malfunctions. If an M010 is accomplished in the WST, the students must be under the supervision of an IP or an ATS contractor pilot instructor. **3.** Because holding is incorporated into the quarterly refresher simulator profile, M010 time need not be spent on holding unless further training is necessary. **4.** If circumstances prevent completion on one sortie (aircraft or WST), credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this paragraph. **5.** Instructors should tailor each M010 to the individual pilot's needs.

7.11.1.2. **Flight engineers:** To credit a proficiency sortie, flight engineers must complete a full preflight inspection, perform the required pre-departure activities, and applicable panel duties and checklists for the type mission flown. Half of the semiannual requirements may be credited by performing a through-flight inspection versus a complete preflight inspection, provided all other duties associated with a proficiency sortie are accomplished. Flight Engineers should also complete manual TOLD. **Exception:** AFRC flight engineers may credit a sortie for missions flown where a preflight inspection was not possible (e.g., ERCC,), and a preflight inspection was accomplished at another time. When a preflight is accomplished (not associated with or after flight), log a preflight event P361. When required, combine the preflight and through-flight proficiency sortie events by logging an M013. Logging a combined M013 will dual credit to M010 and update the monthly proficiency sortie currency requirement.

7.11.1.3. **Boom operators:** For MBs, must be accomplished under IB supervision. For IBs, should be accomplished under IB supervision. Complete pre-flight through engine shutdown checklist items and an AAR contact or cargo load operations. The intent of this event is to review and reinforce all boom operator responsibilities while under instructor supervision. *Note:* If circumstances prevent completion on one sortie, credit may be taken after a subsequent IB supervised sortie, provided the combined activity fulfills the intent of this event.

7.11.2. **M013–Flight Engineer Proficiency Sortie, Combined (ARC Only).** See M010 flight engineer requirement.

7.11.3. **M020–Unit Specific Training Sortie (UST)**. Unit defined sortie to accomplish mission specific training events. The following is a suggested listing of events that can be used on an M020: any individual training event (approaches, landings, ARs); exercise training (RED FLAG, MAPLE FLAG); US Navy or Marine Corps drogue training; practice mobility training; night formations; large formations; night receivers and refueling; special mission tasking; special operations tasking; tactical navigation training; composite exercises; corrective training or identified weaknesses.

7.11.4. **M030–Oceanic Sortie.** To ensure crews are proficient in oceanic procedures and to familiarize crewmembers with evolving ATC and 618th AOC (TACC) procedures necessary for worldwide mobility taskings. Sortie includes primary aircrew logging primary, secondary, instructor, or evaluator time outside the 48 contiguous states of the CONUS associated with a procedural oceanic crossing as well as a review of oceanic procedures and overseas (non-FAA) airspace regulations. Airspace considerations (MNPS, RNAV/RNP, AP1/2/3/4, etc.) for the intended route of flight will also be covered as well as a review of associated documents (to include but not limited to the MNPSA Manual, a sample NAT Track Message, North American Routes, and the North Atlantic European Routing System). Crewmembers must also review oceanic re-routing procedures. Discussions must emphasize critical CRM activities associated with a re-route, with a focus on updating the master oceanic log, the oceanic plotting chart and the FMS. OPR: MAJCOM/AMC/A3T.

7.11.4.1. OG/CC may elect to substitute a CONUS sortie, coupled with an extensive review of oceanic navigation procedures, for the procedural oceanic obligation when aircraft requirements or crewmember availability is insufficient for accomplishing the oceanic sortie requirement. Consecutive CONUS sortie substitutions are not permitted.

7.11.4.2. OG/CC at OCONUS units may allow accomplishment of an off station sortie which includes a takeoff (P020) or landing (P190) at a location other than home station. In all cases aircrew members are still required to review airspace and oceanic crossing procedures.

7.11.4.3. Crewmembers performing instructor or evaluator duties may log M030 provided appropriate airspace and oceanic procedures are instructed/evaluated during the sortie.

7.11.4.4. Training Aids: G160–Overwater Navigation Procedures training located on the AMC/A3T CoP (see paragraph **1.15**).

7.11.5. **M050–Tactical Sortie.** Det 1 AMCAOS will develop tactical scenarios for continuation refresher training. Mission must be flown using a tactical scenario (should use

Intel, ATO/SPINS, Threats, Bulls Eye, etc) and may be logged in the simulator, AOR, during a large force exercise, or continuation training missions on a non-interference basis. An M050 will include, as a minimum, three of the following events:

7.11.5.1. P062-Tactical Departure

7.11.5.2. P063-Tactical Arrival

7.11.5.3. P064-Slide

7.11.5.4. P065-Single-Ship Scram Exercise

7.11.5.5. P067-Contingency Rejoin

7.11.5.6. P068-Combat Descent or

7.11.5.7. P069-Defending Climb

7.11.5.8. If circumstances do not allow accomplishment of all events on one sortie they may be completed on another sortie (maximum two sorties). Pilots may log event when accomplishing PF or PNF duties to maximize CRM reactions during the tactical scenario.

7.11.6. **M240–Two-Engine Ferry Continuation Training.** Contractor-administered academic and ATD instruction designed to provide selected crew members (pilots and FEs) with two-engine ferry refresher training. At minimum, the course will cover procedures, techniques, tech order review, aircraft preparation, performance, and crew coordination. *Note:* This training supports formal Two-Engine Ferry Course (Currently not required).

7.11.7. **M260–Deployment Mission Planning.** Event includes mission planning duties and requirements for both fighter deployments and airlift operations. At minimum, student must be able to demonstrate knowledge of current operations functions and responsibilities, customs and agricultural requirements, and command control requirements (i.e. required coordination with Command and Control Centers, Air Terminal Operations Centers (ATOC), Contingency Response Wing (CRWs, TTFs, etc.). Specifically, student must be able to accomplish the following:

7.11.7.1. Coordinate for billeting, diplomatic clearances, transportation, and meals

7.11.7.2. Given various types of flight plans utilized by the KC-10 (CORONET-generated, 618th AOC (TACC)-generated, or locally produced), demonstrate knowledge of flight plan format and information by explaining what various headings and columns of numbers represent

7.11.7.3. Given a computer flight plan, demonstrate how to verify accuracy of the flight plan fuel load to include receiver offload updates

7.11.7.4. Demonstrate knowledge of mission planning documents, such as *Foreign Clearance Manual (eFCG)*, flight information publications (FLIP), airfield suitability information, altitude reservation (ALTRV), etc., by locating information requested by instructor and providing accurate interpretation

7.11.7.5. Special emphasis will be placed on utilization of the IFR Supplement to determine airfield support capability, services (i.e. civilian vendors who have been contracted to provide fuel, etc.), weight bearing capability, runway or airfield restrictions, etc

7.11.8. **M261–Airlift Deployment Operations.** Event trains crew members in duties and crew coordination required to effectively and safely operate the aircraft in the worldwide airlift role. Accomplishing this event should ensure that each individual can effectively perform specific tasks and responsibilities of their crew positions in a dynamic, real-world, operational environment involving the airlift system. Ideally, event would be accomplished on joint airborne air transportability training (JA/ATT), special assignment airlift missions (SA/AM) or AMC channel mission; however, squadron commander will determine or define which airlift missions (CONUS or OCONUS) are suitable for mission certification training. May be dual-logged with M262 (Fighter Deployment Operations) when requirements of both events are accomplished on the same mission. At minimum, crew member will demonstrate knowledge of, or ability to perform, items listed below. Only minor omissions or deviations that would not compromise safety or detract from overall efficient conduct of the mission are permissible. All duties and responsibilities must be carried out according to Air Force and MAJCOM instructions, flight manuals, and AFI 11-2KC-10, Volume 3 (if applicable).

7.11.8.1. **Pilot:**

7.11.8.1.1. Required communications (position reports, change in flight plan, command and control (C2) monitoring requirements, operational reports, etc.)

7.11.8.1.2. Required C2 coordination, particularly with AMC agencies (i.e. coordination with 618th AOC (TACC), ATOCs, aerial port, or CRWs)

7.11.8.1.3. Awareness of cargo requirements and restrictions (i.e. manifest, hazardous cargo, human remains (HR), etc.)

7.11.8.1.4. Awareness of passenger requirements and restrictions (i.e. manifest, waivers, etc.)

7.11.8.1.5. Air defense identification zone (ADIZ) procedures and restrictions

7.11.8.1.6. International Civil Aviation Organization (ICAO) procedures and restrictions

7.11.8.1.7. Non-DOD (including Jeppesen) approaches and restrictions

7.11.8.1.8. Operations at airports without operating control towers (including UNICOM requirements)

7.11.8.2. **Flight Engineer:**

7.11.8.2.1. Coordinate with crew to establish maximum allowable cabin load (ACL) capability prior to or after arriving on station

7.11.8.2.2. Demonstrate proficiency in utilizing performance manual to compute MTOGW (P370 Performance Knowledge and Use)

7.11.8.2.3. Coordinate with BO prior to cargo loading and downloading on the following:

7.11.8.2.4. Tipping center of gravity (CG)

7.11.8.2.5. Restrictions on moving or redistributing fuel after BO has computed tipping CG

7.11.8.2.6. Zone loading limitations

7.11.8.2.7. Fuel ballast requirements

7.11.8.2.8. Hazardous cargo awareness concerning type, location, and quantity of hazardous cargo, airfield restrictions, route of flight, etc.

7.11.8.2.9. Optimized CG at or near the aft limit for mission conditions (both for takeoff and in-flight) when practical

7.11.9. **M262–Fighter Deployment Operations.** Event trains students in duties and crew coordination required to effectively and safely operate aircraft during worldwide fighter deployments. Accomplishing this event should ensure each individual can effectively perform his or her crew positions specific tasks and responsibilities in a dynamic, worldwide operational environment involving fighter movements. The ideal mission to complete this requirement would be OCONUS fighter deployment or redeployment; however, squadron commander will determine and define which missions (CONUS and or OCONUS) are suitable for mission certification training. May be dual-logged with M261 (Airlift Deployment Operations) when requirements of both events are accomplished on the same mission. At minimum, crew members will demonstrate knowledge or ability to perform the following (Only minor omissions or deviations that would not compromise safety, or detract from overall efficient conduct of the mission, are permissible):

7.11.9.1. **Pilot:**

7.11.9.1.1. Required communications (position reports, change in flight plan, C2 monitoring requirements, operational reports, etc.)

7.11.9.1.2. Tracking mission progress (i.e. refueling points, abort or divert base requirements, etc.)

7.11.9.1.3. Required C2 coordination (i.e. coordination with 618th AOC (TACC), TTF, ACC/AOS, etc.)

7.11.9.1.4. ADIZ procedures and restrictions

7.11.9.1.5. ICAO procedures and restrictions

7.11.9.2. **Flight Engineer:**

7.11.9.2.1. Utilize computer flight plan (CFP) to determine AAR points. Student must track AAR points using flight management system (FMS) and coordinate refueling times to ensure offloads are accomplished on schedule. Instructor will explain "bingo points" and stress importance of starting and ending each refueling on time.

7.11.9.2.2. Effectively utilize general navigation skills (N160), required FLIPs (or navigational charts if required), flight plan, fuel log, FMS (P376), and performance manual to accomplish actual or simulated in-flight re-planning of fuel requirements (tanker and fighter) to alternate or abort recovery airfield. Student must effectively coordinate with crew to accurately assess the situation for re-planning fuel requirements. Student must complete these tasks in sufficient time to prevent delays or unsuccessful completion of the mission. Fuel computation error cannot exceed

tolerances listed in AFI 11-2KC-10, Volume 2. Instructor will stress importance of being prepared for mission changes and in-flight re-planning at any time.

7.11.9.2.3. Maintain fuel log and flight plan to accurately show fuel status and fuel consumption trends at all times.

7.11.9.2.4. Record appropriate data from each AAR using unit approved worksheets.

7.12. NVG (NV) Events. (N/A KC-10)

7.13. Crew Proficiency (N) and Individual Proficiency (P) Events.

7.13. (TRAVIS)Crew Proficiency (N) and Individual Proficiency (P) Events.

7.13.1. **N010–Tanker Rendezvous**. Does not include tanker buddy procedures. Accomplish in accordance withATP-56(B). (Do not credit unless actually accomplishing a rendezvous.)

7.13.2. **N011–Rendezvous/AAR EMCON 1**. AAR procedures established to conduct initial qualification, requalification, and difference training for either tanker or receiver crews. Any and all emitters are authorized to ensure timely training and feedback and maximum safety. (Dual-log with type rendezvous accomplished and R010 or R060.)

7.13.3. **N012–Rendezvous/AAR EMCON 2** (Restricted Communications). Radio silent refueling formation, except that rendezvous and initial portion of AAR is conducted with two radio exchanges. Accomplish according to ATP-56(B). (Dual log with type of rendezvous accomplished and R010 or R060.)

7.13.4. **N013–Rendezvous/AAR EMCON 3** (Communications Out). Radio Silent rendezvous and AAR. Using other emitters is authorized unless prohibited by supported operations, plans, etc. If valid receiver requirement exists, units may utilize this option after thorough coordination with receiver unit. Emission options 3 and 4 require extensive pre-coordination between tanker and receiver units. Coordination will normally take place during mission planning. Unless waived by squadron commander for mission priority reasons, crews will not use EMCON 3 or 4 unless coordination with receiver unit has been accomplished. Crew members must be squadron commander certified prior to accomplishing EMCON 3 or 4. Certification training requirements will be determined by squadron commander based on the individual's experience and unit mission except for BO. BOs with less than 200 hours of flight time as BO must receive a minimum of one flight with an instructor stressing Radio Silent procedures, under EMCON 3 conditions, prior to squadron commander certification. Credit may be awarded on all operational support sorties when mission requirements are met. (Dual-log with type of rendezvous accomplished R165 and R010 or R060.) See paragraph **5.6.1**.

7.13.5. **N014–Rendezvous/AAR EMCON 4** (Emission Out). No emitters will be used unless specifically authorized by the plan supported. This includes radios, radio navigation transmitters, radar, radio altimeters, IFF (Identification, Friend or Foe), exterior lighting, etc. Due to FAA identification requirements, this option will not be practiced during peacetime operations unless specifically addressed by tasking order. See paragraph **5.6.1**.

7.13.6. **N015–Tanker Alternate Rendezvous**. Any rendezvous accomplished when primary means are not available or utilized. During formation tactics, limit credit to the

tanker actually accomplishing rendezvous. (Dual-credit with N010 and specific type rendezvous.)

7.13.7. **N016–Tanker RV Rendezvous Overrun Procedures**. Accomplish according to ATP-56(B).

7.13.8. **N020–Tanker/Receiver RV Golf.** See ATP-56(B), formerly called Enroute Rendezvous. Creditable as tanker or receiver. Dual-log with N130 or N010.

7.13.9. **N030–Tanker RV Delta.** See ATP 56(B), formerly called Point Parallel Rendezvous. Tanker must conduct rendezvous to include maintaining offset, monitoring range to receiver, and initiating final turn. (Dual-credit with N010.)

7.13.10. **N040–Tanker RV Alpha.** See ATP-56(B), formerly called Anchor Rendezvous. Dual-log with N010 and R060.

7.13.11. **N130–Receiver Rendezvous**. Accomplish in accordance with ATP-56(B).

7.13.12. **N135–Receiver Alternate Rendezvous**. Any rendezvous accomplished when primary means are not available or utilized. During formation tactics limit credit to receiver actually accomplishing rendezvous. Dual-log with N130.

7.13.13. **N136–Receiver Rendezvous Overrun Procedures**. Accomplished in accordance with ATP-56(B).

7.13.14. **N160–General Navigation**:

7.13.14.1. **Pilots:** Includes maintaining in-flight log and chart information, fixing, maintaining track, establishing reliable estimated times of arrival (ETA) and meeting control times.

7.13.14.2. **Flight Engineers:** Student will be able to compute required information to utilize FMS for in-flight fuel planning. At minimum, this will consist of:

7.13.14.2.1. Extract coordinates for new destination from FLIP documents and navigation charts (errors in computing coordinates cannot exceed 10 nautical miles [NM]).

7.13.14.2.2. Compute distance between two points from a navigational chart. Computation errors cannot exceed 20 NMs per navigation leg.

7.13.14.2.3. Determine true heading between two points from a navigational chart. Computation errors must not exceed 5 degrees.

7.13.14.2.4. Extract required information from flight plans for mission planning and in-flight replanning.

7.13.15. **P004–MPD Taxi**. Designed to increase left seat taxi opportunities for MPD Pilots without requiring an instructor pilot or the requirements of P005. MPD Pilots will dual log a P004 when accomplishing a P005. Event requires left seat taxi to/from parking and/or taxi to/from runway. P004 will be conducted at home stations or familiar locations (familiar locations to be defined by local OG/CC). Event includes pre-briefing by the MPD Pilot demonstrating knowledge of taxi references, hazards of engine jet blast, foreign object damage (FOD) precautions, proper taxi braking technique, speeds, power requirements, and marshaling procedures to the aircraft commander.

7.13.15. **(TRAVIS) P004 – MPD Taxi – 60 AMW Only.** OG/CC guidance for familiar locations is as follows. All locations are approved when MPD pilot is under direct supervision of an IP. Otherwise, familiar locations include KSUU and our deployed location(s). Compliance with all deployed unit guidance/restrictions on MPD taxi is mandatory.

7.13.16. **P005–Taxi Exercise.** Pilot must accomplish 180-degree taxi turns in minimum turn radius and 90-degree left and right turns using techniques that would be effective on minimum width taxiways. (See AFI 11-2KC-10, Volume 3). Exercise includes thorough instructor pre-briefing to include taxi references, hazards of engine jet blast, foreign object damage (FOD) precautions, proper taxi braking technique, speeds, power requirements, techniques for supervising taxi operations from the right seat and AFI 11-218 requirements, and marshaling procedures. Instructor supervision is required for this event. IPs should accomplish their P005 requirements with another IP on board the aircraft. MPD Pilots will dual log a P004 when accomplishing a P005. For FE and BO, event will be accomplished for familiarization purposes. In particular, BO will become familiar with scanner duties and responsibilities that may be required when taxing in tight or congested areas.

7.13.16. **(TRAVIS) P005-Taxi Exercise.** IP's will also brief and discuss supervision of taxi operations from the right seat as applicable to the other pilot's qualification (FPQ/FPL/FPK/FPN vs. MP). MP must demonstrate suitable knowledge on right seat references and corrective actions available from the right seat. Pre-briefs/discussions should also include covering known hazardous airfields to increase the MP's and FPQ/FPL/FPK/FPN's situational awareness.

7.13.17. **P006–Airwork Exercise and In-flight Demonstrations**. These exercises and demonstrations are intended to acquaint flight crews with handling properties of the aircraft under normal and abnormal conditions. See AFI 11-2KC-10V3 and AFTTP 3-3.KC-10 for guidance on in-flight maneuvers. Abnormal configuration approaches will only be accomplished in the simulator.

7.13.18. **P007–Stick Shaker and Approach To Stall Demo.** Event will be accomplished in simulator only.

7.13.19. **P010–Takeoff, Initial.** The first takeoff following completion of the "Before Takeoff" or "Full Stop Taxi Back" checklist. **Exception:** Senior staff pilots (colonels and above) who require in-flight supervision and instructor pilots may log a P010 after accomplishing an initial take-off or touch-and-go. Dual log with P020.

7.13.20. **P011–Takeoff, Night.** In addition to the requirements of P010 the takeoff must be accomplished between the hours of official sunset and sunrise. Dual log with P010.

7.13.21. **P012–Takeoff, Flight Director Off.** Accomplish with flight director off. Dual log with P010 and P011, as appropriate.

7.13.22. **P015–Instrument Departure.** For flight engineers to recognize and announce deviations from briefed or published procedures for Instrument Departures. Should identify and recognize mandatory, minimum, and maximum altitudes. Ensures the FGS is programmed as briefed by the pilot to include changes in ATC clearances. The student should be able to identify the position of the aircraft during the appropriate departure procedure using available primary navigation aids.

7.13.23. **P016-Special Departure Procedures (SDP).** Contractor administered training during PIQ and ACIQ Phase 1A training that satisfies AFI11-202V3 certification requirement. OPR is AMC/A3TK.

7.13.24. **P018–PNF Takeoff and Climb Duties.** Perform pilot not flying (PNF) takeoff duties according to aircraft flight manual from takeoff through aircraft clean-up and initial climb.

7.13.25. **P020–Takeoff.** Initial takeoff or takeoff following touch and go landing.

7.13.26. **P025–Takeoff and Departure.** Event includes all activity from completing "Before Takeoff" checklist until completing departure. Student will: Ensure the FGS (flight guidance system) is programmed as briefed in the "Before Takeoff" checklist to include changes in ATC clearances. Pilot must be notified of any discrepancies or malfunctions. Ensure required N1 is set prior to 80 knots and monitor engine instruments throughout departure. Engine limitations cannot be exceeded. Monitor all altitudes and headings being flown and ensure there are no deviations from ATC clearances and that sufficient terrain separation is maintained. Demonstrate ability to perform duties as prescribed in the flight manual and other governing directives. Omissions or deviations cannot comprise safety or detract from the overall efficient conduct of the mission.

7.13.27. **P028–Right Seat Takeoff.** Designed to track right seat opportunities for all pilots (to include aircraft commanders and higher). Initial takeoff or takeoff following touch and go landing from the right seat.

7.13.28. **P029–Left Seat Takeoff.** Designed to track left seat opportunities for all pilots (to include aircraft commanders and higher). Initial takeoff or takeoff following touch and go landing from the left seat.

7.13.29. **P040–Simulated Engine Failure, Takeoff Continued.** Accomplish in simulator only.

7.13.30. **P061–VFR Overhead.** See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with the VFR Overhead Pattern.

7.13.31. **P062–Tactical Departure.** Event will only be trained in a WST and consists of a low altitude/high speed departure. May be accomplished on operational missions when directed or required. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against terminal area threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event. See event M050, Tactical Sortie.

7.13.32. **P063–Tactical Arrival.** Event will be flown for training using a tactical scenario developed by local units. If arriving VFR, comply with all VFR guidance in AFI 11-202 Volume 3, FLIP GP and AP, FARs, and applicable host nation guidance. The purpose of this event can be found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against terminal area threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event. See event M050-Tactical Sortie. P063 may be logged upon accomplishment of either of two arrivals:

7.13.32.1. Random Shallow maneuver may be performed in the aircraft or WST. This option may be accomplished day or night on operational missions when directed or during operational or continuation training missions on a non-interference basis.

7.13.32.2. Low Altitude/High Speed arrival is restricted to a WST or on operational missions when directed.

7.13.33. **P064–Slide.** Accomplish this maneuver in tactical context single ship or in formation. Complete the event in a WST or aircraft. Pilot may log the event if accomplishing PF or PNF duties. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against air-to-air threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event. See event M050, Tactical Sortie.

7.13.34. **P065–Single-Ship Scram.** Accomplish this maneuver single ship only. Complete the event in a WST or aircraft during operational or continuation training missions on a non-interference basis. Pilot may log the event if accomplishing PF or PNF duties. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against air-to-air threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event. See event M050, Tactical Sortie.

7.13.35. **P066–Steep Turns.** Aircrews may use up to 45-degrees bank angle when accomplishing this event. Complete the event in Level C+ certified ATD or aircraft. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against air-to-air threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event.

7.13.36. **P067–Contingency Rejoin.** Rejoin with another aircraft using visual turning rejoin techniques or air-to-air refueling rejoin procedures. Pilot may log the event if accomplishing PF or PNF duties. Event may be credited as the maneuvering aircraft for any rendezvous for air-to-air refueling purposes that is not a RV Delta or RV Golf. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against air-to-air threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event. See event M050, Tactical Sortie.

7.13.37. **P068–Combat Descent.** Event will only be trained in a WST. May be accomplished on operational missions when directed or required. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against air-to-air threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event. See event M050, Tactical Sortie.

7.13.38. **P069–Defending Climb.** Event will only be trained in a WST to ensure the training encompasses flying the maneuver from a slow-speed air refueling scenario requiring aircraft configuration changes and or bank restrictions. A defending climb is an evasive maneuver flown in response to surface fire. See AFTTP 3-1.KC-10/KC-135 for tactical application of this event against surface-to-air threats. See AFTTP 3-3.KC-10 for techniques on the purpose, set-up, execution and common errors associated with this event. See event M050-Tactical Sortie.

7.13.39. **P070–Instrument Approach.** Dual-log with any instrument approach. For flight engineers, the ability recognize and announce deviations from briefed or published

procedures for approach, missed approach, and landing phases of flight. Identifying and recognizing the following altitudes and navigation fixes: initial approach fix (IAF) altitude, final approach fix (FAF) and altitude, decision height (DH), minimum descent altitude (MDA), and missed approach point (MAP) using the appropriate approach plate. Ensure FGS is programmed as briefed by pilot to include changes in ATC clearances. The student should be able to identify the position of the aircraft during the appropriate approach procedure using available primary navigation aids.

7.13.40. **P071–Holding Pattern.**

7.13.41. **P072–Penetration (Published).** Does not include en route descent.

7.13.42. **P073–En Route Descent and Penetration.**

7.13.43. **P074–Approach and Landing, Full Stop.** Event includes all activity from departing cruise altitude for initial penetration or letdown to completing descent, landing, and the "Parking-Engine Shutdown" checklist. Student must demonstrate ability to perform duties prescribed by flight manual and other governing directives. Omissions and deviations cannot affect safety of flight. Areas of emphasis are:

7.13.43.1. Computing required landing data specified by flight manual and applicable directives.

7.13.43.2. Using appropriate approach procedures book to verify Approach Briefing matches published procedures.

7.13.43.3. Recognizing and announcing deviations from briefed or published procedures for descent, approach, missed approach, and landing phases of flight. Identifying and recognizing the following altitudes and navigation fixes: initial approach fix (IAF) altitude, final approach fix (FAF) and altitude, decision height (DH), minimum descent altitude (MDA), and missed approach point (MAP) using the appropriate approach plate. Ensuring FGS is programmed as briefed by pilot to include changes in ATC clearances.

7.13.44. **P080–Instrument Approach (Auto and Coupled).** A published approach flown when the aircraft is controlled through manipulation of the flight guidance system by the PF. *Note:* Instrument approach events may be dual logged where appropriate. For instance, P100 may be dual logged with P101, P102, P103, and either P080 or P090, whichever is accomplished.

7.13.45. **P090–Instrument Approach (Manual).** A published approach flown when the aircraft is controlled by actual hands-on flying.

7.13.46. **P100–Precision Approach.**

7.13.47. **P101–Instrument Landing System (ILS) Approach.**

7.13.48. **P102–ILS.** Accomplish with flight director off and autopilot in any position other than CMD.

7.13.49. **P103–PAR Approach.**

7.13.50. **P110–Nonprecision Approach.**

7.13.51. **P111–VOR and TACAN Procedures.** Instrument approach, including problems in course interception, tracking, holding, and fix-to-fix navigation.

7.13.52. **P112–TACAN, VOR, and Localizer Approach.**

7.13.53. **P113–Air Surveillance Radar (ASR) Approach.**

7.13.54. **P115–Backcourse Localizer Approach.**

7.13.55. **P116–NDB Approach.** Instrument approach flown without the use of CDI guidance (e.g. VOR RMI only).

7.13.56. **P117–GPS Approach:** Approach must be flown using certified approach from the FMS database.

7.13.56. **(TRAVIS) P117-GPS Approach. FTU only:**   Trainee will demonstrate proficiency using FMS for visual approaches, RNAV approaches, and FMS missed approach procedures.

7.13.57. **P130–Circling Approach.** Dual-log with type approach flown**.**

7.13.58. **P140–Visual Traffic Pattern.**

7.13.59. **P150–Missed Approach (Auto).** For initial or requalification training this event will not be accomplished in-flight until thorough briefing has been conducted by IP on anticipated pitch and power changes—especially at the lighter gross weights.

7.13.60. **P160–Missed Approach (Manual).**

7.13.61. **P170–Approach and Go-Around (Simulated Engine-Out).** Accomplish in simulator only.

7.13.62. **P180–Approach and Landing (Simulated Engine-Out).** Accomplish in simulator only.

7.13.63. **P183–Aborted Takeoff.** Practice in simulator only.

7.13.64. **P184–Simulated Single-Engine Operation.** Accomplish in simulator only.

7.13.65. **P185–Simulated Second Engine Fails On Final Approach.** Accomplish in simulator only.

7.13.66. **P190–Landing.** Used to record total landings accomplished by an individual. All landings will be multiple-logged under this item. Additionally, student pilots must be made aware of hazards and difficulty in accomplishing crosswind landings. If crosswind conditions exist during transition training, special emphasis will be placed in accomplishing maximum number of student landings during this period. If unable to accomplish landings with crosswind conditions, student pilots will be thoroughly and completely briefed on all procedures and techniques of crosswind landings by IP.

7.13.67. **P192–Landing, Night.** All landings accomplished when logging "Primary Night Time" IAW AFI 11-401. Dual log with P190.

7.13.68. **P193–Landing, 50-Degree Flaps.**

7.13.69. **P196–Landing, Full Stop (Reverse Thrust).**

7.13.70. **P198–Right Seat Landing.** Any landing (full stop or touch and go) accomplished from the right seat.

7.13.71. **P199–Left Seat Landing.** Any landing (full stop or touch and go) accomplished from the left seat.

7.13.72. **P200–Touch-and-Go.** Dual log with P020, P190, and P192 as applicable. Only current and qualified instructor pilots and squadron commander certified aircraft commanders will supervise touch-and-go landings.

7.13.73. **P215–Landing Attitude Demo.** The purpose of this in flight exercise is to establish and maintain the landing attitude long enough to observe all visual cues so that consistent, correct landing attitude can be learned and to demonstrate the flying characteristics of the KC-10 while in the flare. Follow guidance in AFTTP 3-3 KC-10**.**

7.13.74. **P260–HAVE QUICK Radio Procedure**s.   Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source.   When practical, rendezvous and refueling should be accomplished utilizing the HAVE QUICK mode of operation. The TOD should be updated from a ground station master clock when possible.

7.13.74. **(TRAVIS) P260-HAVE QUICK Radio Procedures.** KC-10 aircraft in formation should attempt to contact each other during ground operations using HAVE QUICK. If previously coordinated, 60/349 AMW tankers and receivers scheduled for local AR training together may attempt to contact each other during ground operations or in-flight using HAVE QUICK.

7.13.75. **P270–Secure Radio Operation.** Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like-equipped aircraft.

7.13.75. **(TRAVIS) P270-Secure Radio Operation.** KC-10 aircraft in formation should attempt to contact each other during ground operations using SECURE VOICE.   If previously coordinated, 60/349 AMW tankers and receivers scheduled for local AR training together may attempt to contact each other during ground operations or in-flight using SECURE VOICE.

7.13.76. **P280–Aircrew Chemical Defense Task Qualification Training (ACDTQT).** An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Do not accomplish in conjunction with a formation takeoff. The purpose of the exercise is to enable crew members to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication may be experienced during the exercise. Observers must closely monitor crew member actions during the exercise. If a crew member experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crew member believes it is unsafe to continue, the equipment will be immediately removed.

  7.13.76.1. The following aircrew CD items will be used:

    7.13.76.1.1. MBU-19/P hood and mask assembly or MBU-13/P CBO mask w/ HGU-41/P hood

    7.13.76.1.2. CQU-7/P blower assembly with filter canisters/batteries or CRU-80/P filter pack assembly w/filters

7.13.76.1.3. MXU-835 intercom assembly w/ battery

7.13.76.1.4. Required suspension straps

7.13.76.1.5. Glove set (cotton, butyl, Nomex)

7.13.76.2. ACDTQT should be accomplished in the WST/FTD for pilots, engineers and boom operators or the BOT for boom operators. ATS instructors will observe the exercise and no restrictions apply on whom or how many crew members may wear the gear. If performed in the aircraft, only one pilot will be dressed out at any time. For KC-10s, the FE and BO will not dress out simultaneously. Pilots will be supervised by either an instructor or experienced aircraft commander (determined by the squadron commander) in the other seat. A safety observer crew member will occupy the jump seat. Pilots will don the gear and accomplish at least one takeoff, approach, and landing, and complete all crew position checklists associated with approach and landing. Boom operators and FEs, supervised by crew members of like specialty, will wear the gear during takeoff, approach, and landing. Prior to being scheduled for this event each aircrew member must have completed LL04.

7.13.77. **P290–Alert Start.** Event is intended to ensure crew members have thorough knowledge of Standby Force (Alert) procedures as well as understanding the many operational considerations for utilizing these procedures. Training will consist of:

7.13.77.1. **Mission qualification/certification** (MCT training). Individuals and their instructor will utilize discussion period in aircraft to review all aspects of flight manual procedures and various operational considerations. All crew positions will be represented. Scramble response is not required.

7.13.77.2. **Flight manual procedures.** Procedures and techniques used in Standby Force and Launch situation are same as those used during normal operation of the airplane except time element may be reduced. Safety of flight will not be sacrificed and every attempt to conform to normal procedures should be made if time permits. Crew members will follow current flight manual procedures. Unique aspects of standby force procedures that demand careful consideration are:

7.13.77.2.1. Aircraft acceptance, power off cocking procedures, scramble procedures, and uncocking

7.13.77.2.2. Starting engines with doors disarmed, ladder installed, and crew members responding (if warranted by response timing) Checklist procedures

7.13.77.3. **Operational considerations**. Many scenarios may warrant using Standby Force (Alert) procedures: conventional and contingency, humanitarian assistance, aircraft evacuation, exercises, etc. In any scenario and at any location, AC will ensure entire crew receives complete guidance from the tasking agency (or as deemed appropriate in the absence of such agency). At minimum, guidance will include:

7.13.77.3.1. Real or exercise scenario

7.13.77.3.2. Response timing required

7.13.77.3.3. Means of notification

7.13.77.3.4. Means of response

7.13.77.3.5. Aircraft security

7.13.77.3.6. Mission tasking, flight planning, and flight plan

7.13.77.3.7. Performance capabilities, limitations, and takeoff and landing data

7.13.77.3.8. Maintenance status and recurring inspections.   *Note:* For local scenarios review local base and wing operations series publications.

7.13.78. **P300–Cargo Loading.** Event ensures boom operators are trained to and maintain proficiency in airlift procedures supporting worldwide cargo, contingency and unit move, and organic transportation operations. For resource protection and safety, aircrew personnel accomplishing this event, to include instructing and supervising, must have received crew rest IAW AFI 11-202, Volume 3. Event may be dual-logged by no more than two cargo-qualified booms (a third boom may log a cargo load if fulfilling the IB role. Example: instructor candidate or M010 cargo sortie with two mission booms) on each leg of an AMC channel, SA/AM, JA/ATT, or cargo carrying Dual-Role mission. A side benefit of this event is to help ensure MAJCOM operating agencies and support personnel are trained and proficient in KC-10 contingency and unit movements. Two cargo-qualified booms will work together to ensure all aspects of the cargo mission are completed. On each leg of the mission, one of the cargo-qualified booms will assume the role of cargo loading supervisor.

7.13.78. **(TRAVIS) P300-Cargo Loading. 60 AMW Only: Static Cargo Load Training Minimum Requirements:** Six pallets (crew chief pallets, IAK pallets and pet rocks do not count); one item of rolling stock or one item of concentrated cargo; at least one built-in load plan error (**e.g.,** restraint, axle, zone load, skid, PLF); all associated documentation will be completed; and all static load plans will be approved by 60 OSS/OST. **Static Cargo Load Training Restrictions:** If minimum requirements are met, **X300** will be used to log this training event. **P300-Cargo Loading. 349 AMW Only: Organic Cargo Load TRAINING REQUIREMENTS:** (same as 60 AMW except) Upload will be completed IAW sequence of events to allow for on-time takeoff. The load may be flown to a different location and downloaded; Travis load teams may be flown to destination and used to conduct the download if host base load teams are not available; and the same boom operator that completed the upload must fly with the cargo and complete the download.

7.13.78.1. All qualification training must be supervised by a cargo-qualified instructor boom. A current Q180, Cargo Mission Evaluation, is required for unsupervised cargo loading operations.

7.13.78.2. The following list includes minimum items required for **MCT training**:

7.13.78.2.1. Accomplish loading and offloading of palletized cargo or rolling stock through the cargo door and positioning cargo at the appropriate aircraft station. Proficiency will be determined through compliance with applicable checklists and accomplishing and/or verifying load plans comply with technical data.

7.13.78.2.2. Become familiar with, and understand the, functions of 618th AOC (TACC), ATOC, CRW, aerial port and fleet service.

7.13.78.2.3. Worldwide customs and agriculture procedures for crew, passengers, cargo, and permits-to-proceed (PTP).

7.13.78.2.4. Hazardous cargo. Documentation and transportation of hazardous material such as explosives, poisons, biological materials, radioactive and corrosive materials, flammables, etc.

7.13.78.2.5. Special handling procedures for human remains (HR), life or death urgency shipments, very important parts, signature service cargo and transfer of accountability, and classified courier escort duties.

7.13.78.2.6. Requesting, controlling, and transferring aircraft tiedown equipment and passenger comfort items.

7.13.78.2.7. SA/AM to and from points other than major aerial ports to include rolling stock and or pre-palletized support equipment, i.e. movement of ACC units.

7.13.78.2.8. JA/ATT missions for combat airlift training supporting US Army, US Navy, and US Marine Corps unit deployments or redeployments including planning, documentation, loading, securing, and unloading of combat support equipment and vehicles.

7.13.78.3. **Continuation Training—**Maintain proficiency by accomplishing the maximum number of items practicable dependent on type of airlift mission accomplished.

7.13.78.4. Static Load Training: When suitable off-station cargo missions are unavailable, home-station static load training may be used for BO cargo training. Units using home-station static loading operations for BO cargo training requirements in this volume must adhere to the following guidelines:

7.13.78.4.1. Each home station static load may be logged by two cargo-qualified BOs (a third boom may log a cargo load if fulfilling the IB role).

7.13.78.4.2. Cargo loading evaluation (initial, recurring, or no-notice) and recommendations for evaluations will not be conducted on home-station static loads.

7.13.78.4.3. Units will establish a minimum of 3 separate/distinct static loads. Loads must be verified and approved by the local OSS/OST. Static load descriptions and make-up will be provided to AMC/A3TK. Individuals may not use the same static load consecutively; units will track the load used via an "X" event identifier to prevent using the same static load consecutively. Prior to static loading, units must ensure coordination with all agencies has been accomplished concerning: aircraft, cargo, type of loader, load crew, etc.

7.13.78.4.3.1. There will be a minimum of 3 approved load plans consisting of the following items:

7.13.78.4.3.2. 6 pallets minimum

7.13.78.4.3.3. 1-2 Hazardous items(may be simulated)

7.13.78.4.3.4. Netted (1 pallet with side net/top net and 1 pallet with side net/top straps)

7.13.78.4.3.5. 1 High profile pallet greater than 85 inches

7.13.78.4.3.6. 1 Heavy pallet greater than 6.5K lbs

7.13.78.4.3.7. 2 pallets with axels (for restraint/adjacent axle solutions) for 1 of the 3 load plans

7.13.78.4.3.8. TO 1C-10(K)A-9 section 5 item for 1 of the 3 load plans

7.13.78.4.4. All static load operations will be accomplished as if cargo were to be airlifted and must have all required cargo documentation, i.e. load plans, manifests, hazardous certificates, joint inspections, etc.

7.13.78.4.5. The BO logging event or being trained in event must complete DD Form 365-4, *Weight and Balance Clearance Form F-Transport* prescribed by T.O. 1-1B-50 up to and including zero fuel weight. Restraint calculations must be computed on all required items.   All T.O. 1C-10K(A)-5, T.O. 1C-10K(A)-9 and command directives/restrictions apply. *Note:* An aircraft that departs home station with a locally-developed cargo load and returns to home station is considered a cargo load and not a static cargo load.

7.13.79. **P310–Instructor and Evaluator Duties and Techniques.**

7.13.79.1. Instructor upgrade: At minimum, instructor-candidate will receive training in responsibilities for quality assurance of contractor-administered training programs. Instructor-candidates must demonstrate proficiency in all of the following areas:

7.13.79.1.1. Student briefing

7.13.79.1.2. Student critique

7.13.79.1.3. Training documentation

7.13.79.1.4. Effectively conveying knowledge of aircraft operation and systems to their student

7.13.79.1.5. Knowledge and use of the KC-10 training syllabi

7.13.79.1.6. Knowledge and use of AFI 11-2KC-10, Volume 3, and this volume

7.13.79.1.7. Teaching ground training courses

7.13.79.2. Examiner upgrade: Examiner candidate will receive training in the following areas:

7.13.79.2.1. Examiner's responsibilities in quality assurance of contractor training

7.13.79.2.2. Administrative functions

7.13.79.2.3. Review of AFI 11-202, Volume 1, AFI 11-202, Volume 2 and AFI 11-2KC-10 (applicable volumes)

7.13.80. **P320–Supervision of Right Seat Takeoffs, Landings, Touch-and-Go Landings, and Receiver Air-to-Air Refueling.** This event gives those students going through the PCO, ACIQ, or PRQ (aircraft commander) courses exposure to common mistakes made by inexperienced pilots.

7.13.81. **P322–Weight and Balance**. This event trains FEs to accomplish DD Form 365-4 when aircraft is operated with minimum crew (i.e. aircraft commander, pilot, and FE). Training will be limited to non-cargo mission scenario. Student must complete form

according to all information required by the basic weight list and loading data manual. Minor discrepancies (without omission of required information) are permissible.

7.13.82. **P330–Preflight Proficiency**. Accomplish preflight up through the "Before Start" checklist at aircraft (includes interior and exterior inspection).

7.13.83. **P332–APU Start Procedures**. Event ensures BOs maintain proficiency in APU starting procedures.

7.13.84. **P340–Briefing and Control of Passengers**. Event ensures KC-10 BOs are trained to properly load and care for passengers in-flight, ensure passengers are properly documented, and ensure BOs are:

7.13.84.1. Able to brief, assist, and safely evacuate passengers

7.13.84.2. Able to handle in-flight emergencies and problems concerning passengers (rapid decompression, airsickness, heart attack, etc.)

7.13.84.3. Familiar with the operation of aircraft emergency equipment to include:

7.13.84.4. Fire extinguishers

7.13.84.5. Fire protection equipment

7.13.84.6. Normal and emergency oxygen equipment

7.13.84.7. Signaling devices

7.13.84.8. Overwater emergency equipment

7.13.84.9. Emergency egress equipment (ropes and slide rafts) (Areas must include applicable flight manual and directive restrictions.)

7.13.85. **P350–Main Cabin Door Procedures (Departure and Arrival)**. This event includes door operation (for all crew positions), and installation/removal of portable ladder and briefing slide exit procedures (for boom operators). Proficiency is required in arming and disarming main cabin doors, to include position of girt bar, coordination with flight crew, and safety considerations while operating doors.

7.13.86. **P360–Mission Planning and Briefing.** For initial qualification, requalification, and upgrade training, all applicable phases of mission planning must be accomplished as prescribed by governing directives. Emphases will be placed on proficiency with the computer flight planning software, briefing procedures and techniques and ability to react to dynamic changes. Activity must be supervised by instructor of like specialty for each training sortie. For instructor upgrade, student will brief all phases of flight and maneuvers to be performed with emphasis on correct techniques, procedures, and safety. Pilot students should be expected to prepare a seat/activity plan to maximize student training.

7.13.87. **P361–Preflight, Cockpit Preparation, and Engine Start.** Student must demonstrate ability to perform preflight, cockpit preparation, and engine start procedures with no omissions or deviations that would detract from flight and ground safety or overall efficient conduct of the mission. Aircraft limitations must not be exceeded. Student must recognize and report all abnormal indications or maintenance discrepancies. Inspection must be accomplished in sufficient time to allow completion of pre-takeoff duties. Thorough understanding and use of aircraft forms must be demonstrated.

7.13.88. **P362–Pre-Takeoff.** Pre-takeoff applies from aircrew assembly time through the "Before Takeoff" checklist. Student must perform pre-takeoff duties prescribed by flight manual and other governing directives. Procedures required by flight manual, checklist, and applicable directives must be accomplished with no omission or deviation that would detract from overall efficient conduct of the mission. Student must demonstrate effective coordination with their crew and support personnel to ensure aircraft is MR by briefed engine start time. *Note:* Preflight proficiency (P330) will be graded separately.

7.13.89. **P363–Climb.** Event includes all activity from completing departure until level-off or stabilized cruise. Student will demonstrate ability to perform duties prescribed by flight manual and other governing directives. Omissions or deviations cannot compromise safety or detract from overall efficient conduct of the mission.

7.13.90. **P364–Cruise.** Event includes all activity not specifically covered in other areas of flight. Student must demonstrate proficiency in the following:

7.13.90.1. Procedures required by flight manual, checklist, and applicable directives must be accomplished with no omissions or deviations that would detract from overall efficient conduct of the mission.

7.13.90.2. In-flight data logs (structural assessment, engine monitoring, and flight plan and fuel log) must be completed and updated according to pertinent directives. Errors or omissions cannot detract from accuracy and effectiveness of the log.

7.13.90.3. For in-flight fuel replanning, student must effectively utilize general navigation skills (N160), required FLIPs (or navigational charts if required), flight plan and fuel log, FMS (P371), and performance manual to accomplish actual or simulated in-flight replanning of fuel requirements due to mission changes. Student must effectively coordinate with crew to accurately assess the situation for replanning fuel requirements. Student must complete these tasks in sufficient time to prevent delays or unsuccessful completion of the mission. Fuel computation error cannot exceed tolerances in volumes of AFI 11-2KC-10, Volume 3. Instructor will stress importance of being prepared for mission changes and in-flight replanning at any time.

7.13.91. **P365–Autopilot-off Cruise.** Accomplish any time during flight for a minimum of 15 minutes with autopilot disengaged. Do not credit during takeoff, departure, approach, or transition phase.

7.13.92. **P366–Checklist Procedures and Use.** Accomplish all checklists according to governing TOs.

7.13.93. **P367–Crew Coordination.** Instruct each crew member in techniques and procedures for close coordination with other crew positions according to flight manual and applicable instructions. Emphasize crew coordination during mission planning, preflight, and throughout each flight. Each crew member must understand the need for close crew coordination.

7.13.93.1. ACs must demonstrate ability to command crew in effective and efficient manner while performing their own duties. Pilots must accomplish duties in flight manual, assist AC as directed, and take command of crew in AC's absence.

7.13.93.2. Flight Engineer initial qualification and requalification include all phases of operation during which two or more crew members must coordinate information or actions. Student must coordinate effectively with other crew members and supporting agencies during all phases of the mission as required by flight manual, mission requirements, or governing directives incurring no more than minor delays, misunderstandings, or confusion. Student actions must not affect overall efficient conduct of mission. Areas of emphasis are:

7.13.93.2.1. Coordination with BO during aircraft preflight

7.13.93.2.2. Coordination with AC and support personnel to ensure aircraft is MR by briefed engine start time

7.13.93.2.3. Coordination with BO before flight concerning:

7.13.93.2.4. Zone loading restrictions (cargo missions only)

7.13.93.2.5. Fuel load distribution (identify fuel location for takeoff and ballast fuel requirements for cargo loading or unloading)

7.13.93.2.6. Aircraft zero fuel weight and zero fuel CG

7.13.93.2.7. Coordination with BO on aircraft emergencies and abnormals

7.13.93.2.8. Coordination between student and crew during AAR

7.13.93.3. Boom Operator initial qualification and requalification. Includes all phases of operations during which two or more crew members must coordinate information or actions. Student must coordinate effectively with other crew members and supporting agencies during all phases of the mission as required by flight manual, mission requirements, or governing directives, incurring no more than minor delays, misunderstandings, or confusion. Student's actions must not affect overall efficient conduct of the mission. Areas of emphasis are:

7.13.93.3.1. Coordination with FE during all phases of the mission that affect aircraft CG.

7.13.93.3.2. Coordination with other crew members concerning aircraft emergencies or abnormals.

7.13.93.3.3. Coordination with support agencies to ensure orderly flow during cargo operations.

7.13.93.3.4. Coordination with other mission BOs to ensure they work together as team to complete all phases of each mission.

7.13.93.3.5. Coordination with and brief AC concerning hazardous cargo. (Proficiency in MCT.)

7.13.94. **P368–Postflight**. Event covers all activity from completing the Parking Checklist through maintenance debriefing. Student will demonstrate ability to:

7.13.94.1. Accomplish all procedures required by flight manual and applicable directives with no omission or deviation that detracts from overall efficient conduct of the mission.

7.13.94.2. Complete all forms and logs, including AFTO Form 781A, *Maintenance Discrepancy and Work Document* and AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance*, both prescribed by T.O. 00-20-1, and required maintenance debrief forms. Forms must be accomplished with no more than minor omissions or errors that did not affect accuracy and effectiveness of forms. AFTO Form 781A entries must contain sufficient data (to include in-flight troubleshooting) to facilitate maintenance troubleshooting the write-up.

7.13.94.3. Accomplish all post-mission duties if maintenance support is not available (G190 Aircraft Servicing).

7.13.95. **P370–Performance Knowledge and Use**.

7.13.95.1. **Aircraft Commander and Pilot initial qualification and requalification.** Student must verify accuracy of takeoff data computed by FE according to flight manual.

7.13.95.2. **FE initial qualification and requalification**. Student must correctly apply performance manual procedures and charts when computing data for aircraft operations. Data must not exceed tolerances in volumes of AFI 11-2KC-10, Volume 3. Sample problems will be used to determine student proficiency in performance areas not normally encountered during local training missions. At a minimum, the following areas will be covered:

7.13.95.2.1. Obstacle limited takeoff (maximum ACL)

7.13.95.2.2. Screen height

7.13.95.2.3. VMCG limited takeoff (maximum ACL)

7.13.95.2.4. Takeoff with contaminated runway (runway surface condition, RSC) (maximum ACL)

7.13.95.2.5. Windshear takeoff

7.13.95.2.6. Derated takeoff (runway condition reading, RCR-10)

7.13.95.2.7. Takeoff data for normal, abnormal configurations

7.13.95.2.8. Special Departure Procedures (SDP)

7.13.95.2.9. Min Climb Gradient Computation of speeds for minimum maneuvering, holding or orbit, minimum AAR speed, receiver overrun speed, and endurance or maximum endurance

7.13.95.2.10. Landing data for normal, abnormal configurations (light, medium, and heavy gross weights [GW]), and dual hydraulic failures

7.13.95.2.11. Driftdown

7.13.96. **P371–FMS Operation.** Student must demonstrate proficiency in FMS knowledge and procedures. Areas of emphasis are:

7.13.96.1. Loading database, flight plans, refueling patterns, approaches and waypoints

7.13.96.2. Performing routine functions throughout the sortie

7.13.96.3. Recognizing and documenting malfunctions and malfunction codes

7.13.97. **P372–Fuel Management and Conservation.** Student FE must accomplish fuel management, including transfer when applicable, with no more than minor deviations from procedures outlined by flight manual. T.O. 1C-10(K)-5 limitations cannot be exceeded. Pilots and FE students must demonstrate knowledge and practical application of fuel conservation techniques and procedures addressed in flight manual, performance manual, local operating instructions, and applicable directives to include Mission Index Flying (MIF) Pilots Performance Advisory System (PPAS) program requirements.

7.13.98. **P373–Equipment Operation.** Student must demonstrate proficiency in operating all applicable aircraft systems and equipment as prescribed by flight manual. Includes individual systems knowledge, general panel operation, analysis of equipment malfunctions and use of proper corrective actions. This area does not include emergency or abnormal procedures.

7.13.99. **P374–Manual Throttle Operation.** Student will manually compute takeoff power from performance manual, manually set this in the "Max Limit window" on the N1 gauges, and demonstrate manually setting engine power (ATS OFF) during takeoff and climb. Throttles should not be adjusted except to prevent exceeding engine limitations. CL thrust should be recomputed every 5,000-foot pressure altitude for lapse rate temperature deviation.

7.13.100. **P375–Manual Pressurization.** Student will operate pressurization system in "manual" from takeoff through landing and must maintain cabin rate of climb acceptable for crew and passenger comfort. Cabin altitude will be maintained according to altitude schedule placard on FE's upper panel. Student must demonstrate ability to prioritize cockpit duties to monitor and maintain manual control of pressurization system during flight from takeoff through landing.

7.13.101. **P377–Radar Operation.** Operation of radar according to T.O. procedures during all phases of flight. Emphasize effective use of radar for weather avoidance (during departure, en route, and recovery), maintaining formation position, use of BCN and MKR modes during rendezvous, detecting overruns during receiver and tanker rendezvous, and tilt control and vectoring techniques for initial closure after receiver rendezvous. Practice tilt adjustment techniques using radar for skin painting aircraft as well as calculating cloud heights.

7.13.102. **P378–Communications.** Student must demonstrate proficiency in the application of communications and interphone procedures required by flight manual and governing directives.

7.13.103. **P379–Iridium Satellite Phone**. Student must accomplish all required transmissions and monitoring procedures according to flight manual. Minor omissions, errors, or delays that do not detract from communication of the message or efficient conduct of the mission are permissible.

7.14. Qualification and Certification (Q) Events. To be credited, applicable examination or evaluation must be satisfactorily completed according to AFI 11-202, Volume 2.

7.14.1. **Q001–Open Book Qualification Examination.**

7.14.2. **Q002–Closed Book Qualification Examination.**

7.14.3. **Q005–ATD Evaluation (Qualification and Upgrade).** Administered in ATD (WST or BOT) according to AFI 11-202, Volume 2. Required as course completion item for qualification, requalification, and upgrade training in this volume. Does not qualify individual for unsupervised flight. Pilot evaluations must include all in-flight requirements of an AFI 11-202, Volume 2 instrument evaluation.

7.14.4. **Q006–Senior Staff Basic ATD Evaluation.**

7.14.5. **Q007–Senior Staff Basic Qualification Evaluation.**

7.14.6. **Q008–Instructor Evaluation.** Administered in-flight according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required as a course completion item for instructor upgrade training as directed by this volume.

7.14.7. **Q011–Formation Lead Certification.** Program intent is to certify Aircraft Commanders who possess significant experience in flying all aspects of unit formation missions and are specifically qualified to lead formations. Program should include the following items:

7.14.7.1. Minimum of four hours of self study on formation procedures in AFI 11-2KC-10, Volume 3 andATP-56(B), as well as additional study materials provided by the FTU (which may include: standardized techniques, safety reports, recent flight crew information files (FCIF) related to formation, cross-flow information obtained from other tanker and receiver units, and materials provided by MAJCOM headquarters).

7.14.7.2. Closed-book examination administered by training section.

7.14.7.3. Minimum of three formation flights (two as lead) under supervision of an IP. At least one of the formation lead flights will be planned as a large formation (three or more aircraft). To the maximum extent possible, training should include tanker operations with heavy receivers and multiple fighter-type receivers and formation as receiver lead (where applicable). In addition, IMC and VMC wing-to-lead position change procedures will be demonstrated. IMC position change may be accomplished in the WST using existing tanker models.

7.14.7.4. Certification in writing by the squadron commander. *Notes:* 1. Phase IB formation training is creditable for MCT formation lead certification if specifically mentioned on the final AF IMT 4025. 2. Lack of formation lead certification does not preclude swapping positions on a two-ship training mission for the purpose of conducting receiver AAR training. Formation lead certification is required for lead when two or more large (non-fighter) aircraft fly in formation during phases of flight other than refueling operations.

7.14.8. **Q015–Special Missions and Operations Certification.** Event will be used to document training and preparation for special missions and operations. Unit commanders will determine requirements for this event, missions to be certified using the event, and documentation requirements.

7.14.9. **Q017–ILS PRM Certification.** AFI 11-202 Volume 3 requires aircrews operating aircraft equipped with TCAS to receive training for operations at airports with ILS Precision Runway Monitoring (PRM) Approaches. The Sq/CC or designated representative will certify pilots upon completion of one-time training if training was not accomplished during

FTU. When ILS PRM training is not completed at FTU, document certification via AF Form 4324 as "ILS PRM-Certified" with ARMS event identifier Q017, ILS PRM. Before operations at an airport with ILS PRM approaches capabilities, pilots will complete the following training and certification.

7.14.9.1. Training Program. Review ILS PRM requirements according to the Airman's Information Manual, Part 5-4-15. Complete appropriate training including viewing of the video. The most current information can be down-loaded at website: **http://www.faa.gov/training_testing/training/prm**/ . View FAA video, "ILS PRM Approach Information for Air Carrier Pilots" available for down load. **http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/nextgen/ research_tech_dev/at_sys_con_dev/sim_analysis_team/video/#ils**

7.14.9.2. View FAA video, "ILS/PRM Approach for Air Carrier" available for download. The large-file video is also available on the AMC/A3T website (see paragraph **1.15**).

7.14.10. **Q022–Receptacle Equipped Day Fighter Certification.** Includes all types of receptacle equipped fighter aircraft.

7.14.11. **Q023–Receptacle Equipped Night Fighter Certification.** Includes all types of receptacle equipped fighter aircraft. Must demonstrate satisfactory progression in Q022 activity prior to accomplishing Q023 activity.

7.14.12. **Q039–Two-Engine Ferry Qualification Certification.** Accomplish at direction of AMC/A3T/A3V.

7.14.13. **Q050–Aircraft Commander Touch-and-Go Landings.**

7.14.14. **Q051–Aircraft Commander Supervision of Touch-and-Go Landings.**

7.14.15. **Q052–Aircraft Commander Supervision of Receiver Air-to-Air Refueling.**

7.14.16. **Q090–Flight Publications Check.**

7.14.17. **Q160–IRC Exam.**

7.14.18. **Q170–Flight Evaluation Folder Review.**

7.14.19. **Q180–Cargo Mission Evaluation.** Administered to Boom Operators according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required prior to unsupervised cargo loading operations. Locally developed and AMC/A3TK approved loads may be used on fly-away/off station training (OST) sorties to fulfill this requirement if approved by AMC/A3VK. Home station static cargo loads will not be used.

7.14.20. **Q544--Phoenix Banner, Silver and Copper Certification.** Prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission, aircrew members will complete the training program and be certified. Sq/CCs will identify their most highly qualified crewmembers for entry into certification training. Training will focus on the unique circumstances that differentiate this mission from other mobility missions. Document the certification via AF Form 4324. ARMS event identifier is Q544, Phoenix Banner, Silver and Copper Certification.

7.14.20.1. As a minimum, the Phoenix Banner training program will consist of an in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operations*, discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service, and HMX-1 representative. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289, minimum passing score of 80 percent, corrected to 100 percent will be accomplished.

7.14.21. **Q580–Large Formation Certification.**

7.14.22. **Q583–MPD Receiver Air-to-Air Refueling.**

7.14.23. **Q584–Aircraft Commander Right Seat Receiver Air-to-Air Refueling.**

7.15. Air-to-Air Refueling (R) Events.

7.15.1. **R010–Receiver AAR.**

7.15.1.1. **Pilot Upgrade (ACIQ, PRQ, PCO and in-unit upgrade):** Aircraft commander upgrade students must be able to establish contact under simulated conditions of radio silence, amplifier override (manual boom latching), pilot director lights out, and tanker autopilot-off. Students will demonstrate proficiency in day activity to an instructor prior to advancing to night activity (not applicable for instructor upgrade). Night activity should include practice in rendezvous, closure, and contacts until able to maintain contact for 5 minutes without disconnect. Toggles-engaged time does not apply during tanker autopilot-off operations.

7.15.1.2. **Pilot upgrade (Instructor):** Aircraft Commanders upgrading to instructor must be very familiar with, and able to communicate, the dynamic refueling environment. In addition to the requirements in the above paragraph they must also be able to demonstrate the air-to-air refueling envelope.

7.15.1.3. **Pilot Continuation Training:** Aircraft Commanders should accomplish 10 minutes of toggles-engaged time. Toggles-engaged time does not apply during tanker autopilot-off refueling or during higher headquarters missions.

7.15.1.3.1. Receiver AAR (R010) logged in the WST should accomplish either 15 minutes of closures from pre-contact to contact, or a sustained contact of 5 minutes.

7.15.1.4. **Flight Engineer Qualification:** Student must demonstrate ability to perform duties prescribed by flight manual, ATP-56(B), and other governing directives without omissions or deviations that would detract from overall safe and efficient conduct of the mission. Primary areas of responsibility are:

7.15.1.4.1. Fuel transfer and management

7.15.1.4.2. Checklist initiation and accomplishment

7.15.1.4.3. Crew coordination and monitoring rendezvous

7.15.1.5. **Flight Engineer Continuation Training:** Accomplishing FE duties prescribed by flight manual, ATP-56(B), and other governing directives.

7.15.2. **R011–Receiver AAR, Indoctrination.** PIQ will demonstrate ability of holding astern safely, taking control of the aircraft to safely clear the tanker in emergency, and executing a breakaway maneuver. May be accomplished in the WST or aircraft.

7.15.3. **R012–Receiver AAR, Day.** (Dual-log with R010.)

7.15.4. **R013–Receiver AAR, Aircraft.** (Dual-log with R010.)

7.15.5. **R020–Receiver AAR, Night.** Refueling accomplished when tanker external lighting is required to define visual references. (Dual-log with R010.)

7.15.6. **R030–Receiver AAR, Heavyweight.** (Dual-log with R010.)

7.15.6.1. **Pilot:** Requires minimum onload of 10,000 pounds with an end refueling GW of 556,000 pounds or greater. Event need not be accomplished before initial qualification. However, event must be accomplished under direct IP supervision prior to unsupervised accomplishment. To maximize training, recommend event be accomplished behind KC-135. Initial training must be accomplished in the aircraft. To credit R030 in the aircraft, a minimum of 2 contacts, one for at least ten minutes, is required. If the closures, contacts, and disconnects are stable, 2 contacts may be combined for the ten minute "toggles-engaged" time.

7.15.6.1.1. Receiver AAR, Heavyweight (R030) logged in the WST should accomplish either 15 minutes of closures from pre-contact to contact, or a sustained contact of 5 minutes.

7.15.6.2. **Flight Engineer:** Requires either the aircraft GW be equal to or greater than 556,000 pounds or the total of all body tank fuel and aircraft zero fuel weight must be equal to or greater than 414,000 pounds at end of refueling. The following further illustrates this guidance:

7.15.6.2.1. Qualification training. Instructor will evaluate student knowledge of receiver heavyweight mission planning, fuel management, ATP-56(B) procedures, performance, and limitations. Objective is to ensure Phase IA heavyweight receiver training objectives were achieved and retained. If scheduling restrictions prevent accomplishment of event in-flight, instructor may evaluate student proficiency by discussion, oral examination, or using sample problems or scenarios.

7.15.6.2.2. Continuation training. Event reinforces fuel management procedures, develops and refines fuel management techniques for reducing boom contact time, and reviews aircraft and performance limitations associated with heavyweight receiver AAR. ATD will be the primary method for accomplishing FE training requirement for this event.

7.15.7. **R040–Receiver AAR Breakaway or Emergency Separation.** Initiated with receiver in AAR envelope. Aircraft Commanders and Pilots must demonstrate proficiency in executing breakaway. Flight engineers must demonstrate proficiency in flight engineer duties during a breakaway.

7.15.8. **R050–Receiver AAR, Tanker Autopilot-Off.**

7.15.9. **R055–Receiver AAR, Anchor AARA.** (Dual-log with R010.)

7.15.9.1. Qualification Training (KC-10 IAC, ACIQ, PRQ, PCO and in-unit upgrade). Students must be able to establish and maintain contact. May be flown day or night; if flown at night, students must have demonstrated proficiency in day receiver AAR (not applicable for instructor upgrade). Activity should include practice in rendezvous, closure, and contacts until able to maintain contact in a turn, preferably in an anchor area for 5 minutes without disconnect. Toggles-engaged time does not apply during tanker autopilot-off operations. May be accomplished during MCT training if availability precludes accomplishment at the FTU. FTU will notify gaining squadron of the requirement. Initial training must be accomplished in the aircraft.

7.15.9.2. Continuation Training. Aircraft Commanders should accomplish 10 minutes of toggles-engaged time. Toggles-engaged time does not apply during tanker autopilot-off refueling or during higher headquarters missions.

7.15.9.2.1. Receiver AAR, Anchor AARA (R055) logged in the WST should accomplish either15 minutes of closures from pre-contact to contact, or a sustained contact of 5 minutes.

7.15.10. **R060–Tanker AAR**. Credit only one R060 for each receiver formation and AAR control time (ARCT) refueled regardless of number of aircraft. 10-minute toggles-engaged time is desired. Pilots may receive credit for either PF or PNF duties.

7.15.10.1. Flight Engineer Qualification. Student must demonstrate ability to perform duties prescribed by flight manual, ATP-56(B), and other governing directives without omissions or deviations that would detract from overall efficient conduct of the mission. Primary areas of responsibility are:

7.15.10.1.1. Fuel transfer and management

7.15.10.1.2. Checklist initiation and accomplishment

7.15.10.1.3. Crew coordination and monitoring rendezvous

7.15.10.2. Flight Engineer Continuation Training. Accomplishing crew-specific duties prescribed by flight manual, ATP-56(B), and other governing directives (rendezvous through post AAR checklist).

7.15.11. **R070–Tanker AAR Breakaway or Emergency Separation.** Breakaway or emergency separation should be initiated with the receiver in the AAR envelope. The pilot, flight engineer, and BO must demonstrate proficiency in executing breakaway procedures.

7.15.12. **R080–Tanker AAR, Autopilot-Off.** All axis of the tanker autopilot must be disengaged and AAR contacts should be practiced for a minimum of 10 minutes.

7.15.13. **R090–Slow Speed Tanker AAR.** Rendezvous and tanker AAR with any aircraft (i.e. A-10, B-52, or C-130) that might require using minimum AAR speed. If this AAR is unavailable, a "Slow Speed Tanker Refueling Exercise" may be substituted (see AFTTP 3-3.KC-10). Each student will explain ATP-56(B) procedures and limitations for aircraft that may require slow speed AAR down to minimum AAR speed (i.e. 1.2G cruise buffet onset, with additives). In addition, each student will compute minimum AAR speed and maximum tanker GW for various KC-10 configurations and altitudes.

7.15.14. **R120–Contacts.** Total Number. For qualification, satisfactory progress in day contacts must be demonstrated prior to attempting radio silent or night contacts. If accomplished in the BOT, up to 5 contacts may be logged under all environmental conditions and may be dual logged with R140 contacts.

7.15.15. **R125–Day Contacts.** For initial qualification or requalification, day proficiency must be demonstrated prior to attempting Radio Silent or Night Contacts. Dual log with R120.

7.15.16. **R130–Night Contacts**. Contacts made when the use of external lighting is required to aid in refueling. Dual log with R120.

7.15.17. **R140–Tanker Manual Contacts.** Prior to attempting tanker manual contacts, students must demonstrate knowledge of tanker manual operation (TMO) equipment and procedures. Dual log with R120.

7.15.18. **R150–Fighter Contacts.** Log the actual number of contacts accomplished. Formal school and USAF Expeditionary Center instructors may credit one R150 accomplished in the BOT between actual contacts in the aircraft. Dual log with R120.

7.15.19. **R160–Radio Silent Breakaway.** Event is to be accomplished as a tanker for boom operators and as a receiver for pilots and flight engineers using radio silent procedures. No radio call will be made during accomplishment of breakaway unless it is needed due to actual emergency or system malfunction. This event may take place with the receiver in either the contact or pre-contact position. Should this event be scheduled as part of a radio silent AAR, coordination can be done any time prior to the flight.

7.15.20. **R165–Radio Silent AAR.** Refueling accomplished without any EMCON 1 or 2 required radio calls. Any type receiver may be used for training.

7.15.21. **R170–Tanker Heavyweight Offload**. Requires aircraft GW $\geq$ 556,000 pounds or total of all body tank fuel and zero fuel weight $\geq$ 414,000 pounds at start of refueling.

7.15.21.1. Qualification Training. Instructor will evaluate student knowledge of tanker heavyweight mission planning, fuel management, T.O. procedures, performance, and limitations. Objective is to ensure Phase IA heavyweight tanker training objectives were achieved and retained. If scheduling restrictions prevent accomplishing event in-flight, instructor may evaluate student's proficiency by oral examination or using sample problems and scenarios.

7.15.21.2. Continuation Training. Primary purpose of event is to reinforce fuel management procedures and techniques and review aircraft performance limitations associated with heavyweight tanker AAR. ATD will be primary method for accomplishing this event.

7.15.22. **R180–Radio Silent Visual Signals.** The preferred method for training pilots is to accomplish this item in the WST. Pilots must be able to recognize the signals and take appropriate action. Reference to checklist is permissible for all but "Breakaway" signal. BOs must use applicable boom signal and pilot director light coaching switches to direct receiver from pre-contact through post AAR. Coordination between pilots and BOs prior to Radio Silent operation is mandatory. BO may accomplish in BOT or aircraft during upgrade.

7.15.23. **R190–Drogue System Operation.**

7.15.23.1. Contractor Qualification Training. Utilizing BOT, BO demonstrates procedures for deploying and rewinding AAR drogue. Applicable emergency procedures for jettisoning drogue will be demonstrated.

7.15.23.2. In-Flight Training. BO will accomplish procedures for deploying and rewinding AAR drogue.

7.15.23.3. Initial Qualification Training. Pilots and FEs will be briefed on all drogue procedures.

7.15.24. **R195–WARP System Operation.** All crew members are required to be familiar with the Wing AAR Pod system. Training will emphasize unique performance considerations, preflight procedures, system operation, and system malfunctions. Training will include an aircraft field trip. In addition, BOs will demonstrate proficiency in operating WARP system in BOT or in-flight by accomplishing checklist procedures for deploying and rewinding both wing-mounted drogues.

7.15.25. **R200–AAR Operations.** Event is designed to provide student with knowledge of procedures, techniques, and crew coordination requirements of the FE. Student will demonstrate knowledge of terminology, procedures, and FE responsibilities for the following operations:

7.15.25.1. Buddy departure and join-up (vertical, horizontal separation, and inter-plane communications)

7.15.25.2. Formation (vertical, horizontal separation, and interplane communications)

7.15.25.3. AAR formation (vertical, horizontal separation, and interplane communications)

7.15.25.4. RV Delta (altitude separation, receiver armament, turn range and offset computations)

7.15.25.5. RV Golf (timing, aircraft separation)

7.15.25.6. Rendezvous overrun (airspeed as a receiver and as a tanker)

7.15.25.7. Radio silent visual signals (location in the ATP-56(B) and application)

7.15.25.8. Breakaway

7.15.25.9. Rendezvous, AAR and formation EMCON options.

7.16. Special Operations Air Refueling (SOAR) (S) Events. (N/A KC-10)

7.17. Survival (SS) Events. AFI 16-1301 is SERE parent regulation. In such case where there is a conflict between this reference and the parent regulation, the parent regulation takes precedence. OPR is AMC/A3DT; Wing OPR is OSS/OSK. Courseware and guidance provided by AMC/A3DT (POC: MAJCOM SERE Functional Manager).

7.17.1. **SS01–Local Area Survival Training (LAS).** Provide familiarity with local SERE policies and procedures and preparation for deployment. Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. SS01 is a one-time requirement per PCS.

7.17.2. **SS02–Combat SERE Training (CST).** Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. Mission Ready (MR) and Combat Mission Ready (CMR) personnel will receive CST not to exceed 36 months between events. See AFI 16-1301, and AMC Supplement.

7.17.2.1. **Additional Information:** This course must be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (AF/A3O-AS).

7.17.3. **SS03–Conduct after Capture (CAC).** Training is mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CAC not to exceed 36 months between events. Must be completed prior to being awarded mission ready status. See AFI 16-1301, and MAJCOM supplements.

7.17.3.1. **Additional Information:** This course be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager AF/A3O-AS).

7.17.4. **SS05–Water Survival Training (WST).** Provides aircrews with training necessary for a ditching or bailout over water situation. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel will receive water survival training not to exceed 36 months. Refer to AFI 16-301 and AMC supplement for further information.

7.17.5. **SS07–Contingency SERE Indoctrination (CSI). Also called High Risk of Isolation (HRI).** Combatant Command-directed training activity, designed to prepare HRI personnel deploying to a specific theater of operations or contingency. CSI is also referred to as HRI, and is usually conducted by SERE Specialists, or COCOM certified personnel. Parent regulation is either the COCOM theater entry requirement, or the *Foreign Clearance Manual (eFCG)*, depending on the COCOM.

7.17.6. **SS19–Evasion Conduct After Capture (ECAC)**. Provides post-egress evasion and conduct after capture procedure training for Flight Surgeons, AE aircrew members, and other designated personnel. Air Force equivalent course is **S-V88-AL.** Not applicable for Pilots, Flight Engineers or Boom Operators.

7.17.7. **SS20–Combat SERE Training, Wartime Level C.** Air Force equivalent course is **S-V80-A (Initial).** Refer to AFI 16-1301.

7.17.8. SS32–Water Survival Training, Non-Parachuting.

7.18. MPD (V) Events. See **Chapter 5** for information.

7.18.1. **V280–MPD Phase I.**

7.18.2. **V281–MPD Phase II.**

7.18.3. V282– AMC Orientation/GRACC.

7.19. Visual Low Level (VL) Events. (N/A KC-10).

7.20. Visual Threat Recognition & Avoidance (VT) Events. See AFI 14-103, *Threat Recognition Training Materials Production Program* and AFI 14-105.

7.20.1. **VT01–Initial VTRAT Training.** A course of instruction consisting of a sequence of lessons that exposes aircrew members to threat recognition and associated mission considerations in a VTRAT trainer device. Dual log with VT05 for ARMS tracking purposes. OPR is AMC/A3D, A3T; Courseware and guidance provided by ATS Contractor.

7.20.1.1. **Additional Information:** One time event. Prior MWS Initial VTRAT does not satisfy the requirement of VT01. Prior MWS crew members must attend VT01 for the KC-10.Recurring threat identification training will be accomplished by VT05.

7.20.2. **VT05–Threat Recognition Refresher.** Ensures aircrews are trained to recognize tactical environment aircraft threats. Complete using the VTRAT trainer device, Classified CBT (available on CD and accomplished on a SIPRNet computer), or utilizing an alternate media approved/authorized by AMC/A3D. VTRAT is available at both KC-10 training sites; advance scheduling notice is required. VT05 may be completed in conjunction with G060. OPR is AMC/A3D; Instruction provided by Unit Tactics.

7.21. NVG (VV) Events. (N/A KC-10)

7.22. Unit Defined "X" Events. These identifiers should be used if units choose to track the associated events and items in ARMS. Define events in the local supplement to this AFI. OG/CCs will review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

7.22. (TRAVIS) Unit Defined "X" Events. Local "X" events will be listed and defined within the "X" event letter signed by the OG/CC and maintained by 60 OSS/OST. The most recent "X" event letter will be posted to the 60 OSS/OST SharePoint Website (reference **Attachment 1** of this supplement)

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

(TRAVIS)

DWIGHT C. SONES, Colonel, USAF
Commander, 60th Air Mobility Wing (AMC)

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFDD 2-1.6, *Personnel Recovery Operations*, 1 Jun 2005

AFI 10-403, *Deployment Planning and Execution*, 13 Jan 2008

AFI 11-2C-5, Volume 1, *C-5 Aircrew Training*, 21 Jan 2010

AFI 11-2KC-10, Volume 2, *KC-10 Aircrew Evaluation Criteria*, 23 Mar 2005

AFI 11-2KC-10, Volume 3, *KC-10 Operations Procedures*, 30 Aug 2011

AFI 11-202, Volume 1, *Aircrew Training,* 22 Nov 2010

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 Sep 2010

AFI 11-202, Volume 3, *General Flight Rules*, 22 Oct 2010

AFI 11-207, *Combat Aircraft Delivery*, 24 Oct 2007

AFI 11-215, *USAF Flight Manuals Program (FMP)*, 22 Dec 2008

AFI 11-218, *Aircraft Operations and Movement on the Ground,* 28 Oct 2011

AFI 11-244 Volume 1, *Instructions for Combat Crew Communications (FOUO)*, 26 Apr 2002

AFI 11-289, *Phoenix Banner, Silver, and Copper Operations*, 16 Feb 2006

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 Apr 2001

AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 Feb 2009

AFI 11-401, *Aviation Management*, 10 Dec 2010

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, 13 Dec 2010

AFI 11-403, *Aerospace Physiological Training Program*, 20 Feb 2001

AFI 11-412, *Aircrew Management,* 10 Dec 2009

AFI 11-421, *Aviation Resource Management*, 13 Dec 2010

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)* FOUO, 21 Jun 2010

AFI 14-103, *Threat Recognition Training Materials Production Program*, 25 Jan 2005

AFI 14-105, *Unit Intelligence Mission and Responsibilities*, 3 Jun 2002

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program,* 6 Sep 2006

AFI 31-207, *Arming and Use of Force by Air Force Personnel*, 29 Jan 2009

AFI 33-201 Volume 2, *Communications Security (COMSEC) User Requirements,* 26 Apr 2005

AFI 34-246, *Air Force Lodging Program*, 11 Nov 2007

AFI 36-507, *Mobilization of the Civilian Work Force*, 21 Jul 1994

AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, 14 Jun 2010

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 22 Apr 2005

AFI 36-2201, Volume 1, *Air Force Training Program*, 15 Sep2010

AFI 36-2226, *Combat Arms Program*, 24 Feb 2009

AFI 36-2251, *Management of Air Force Training Systems*, 5 Jun 2009

AFI 44-170, *Preventive Health* Assessment, 10 Dec 2009

AFI 48-123, *Medical Examinations and Standards,* 24 Sep 2009

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict,* 11 Aug 2011

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 Nov 1994

AFMAN 10-401, *Enhanced Deployment Health Screening*, 16 Nov 2007

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 3 Feb 2005

AFMAN 11-217, Volume 1, *Instrument Flight Procedures*, 22 Oct 2010

AFMAN 11-217, Volume 3, *Supplemental Flight Information*, 23 Feb 2009

AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments,* 1 Sep 2009

AFMAN 33-363, *Management of Records*, 1 Mar 2008

AFMAN 36-2236, *Guidebook for Air Force Instructors*, 12 Nov 2003

AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, 8 Mar 2007

AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*, 1 May 1998

AFPD 11-2, *Aircraft Rules and Procedures*, 19 Jan 2012

AFPD 11-4, *Aviation Service*, 1 Sep 2004

AFPD 16-8, *Arming of Aircrew, Mobility, and Oversea Personnel*, 18 May 1993

AFPD 51-4, *Compliance with the Law of Armed Conflict*, 4 Aug 2011

AFTTP 3-1.KC-10/KC-135, *Tactical Employment*, Change 1, 17 Jun 2011

AFTTP 3-3.KC-10, *Combat Aircraft Fundamentals KC-10 (U)*, 15 Oct 2010

AMCH 33-1, *(S) AMC Tanker Airlift Communications Handbook*, 1 Feb 2001

AMCI 10-450, *(S) Support of Nuclear Planning and Operations,* 11 Feb 2011

AMCI 11-207, *AMC Weapons and Tactics Program*, 7 Oct 2011

AMCI 11-208, *Tanker/Airlift Operations*, 1 Jun 2000

AMCI 24-101 Volume 9, *Air Terminal Operations Center*, 24 Nov 2009

AMCI 24-101 Volume 11, *Cargo and Mail Policy*, 7 Apr 2006

AMCI 36-2204, *AMC Formal Training Program*, 1 Jun 2000

ATP-56(B), *Air-to-Air Refueling,* 22 Jan 2010

DOD 4500.54-M *Department of Defense Foreign Clearance Manual,* (25 Aug 2010) (aka *Electronic Foreign Clearance Guide* or eFCG)

DOD 4515.13-R, *Air Transportation Eligibility,* November 1994

DOD 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*, 12 Aug 2008

Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons, 30 Nov 1943

FAA AC 120-40B, *Airplane Simulator Qualification*, 29 Jul 1991

FAA AC 120-45A, *Airplane Flight Training Device Qualification*, 5 Feb 1992

JP 3-50, *Personnel Recovery*, 5 Jan 2007

PL 92-204, *Appropriations Act for 1973*

PL 93-294, *Aviation career Incentive Act of 1974*

PL 93-570, *Appropriations Act for 1974*

T.O. 00-20-5, *Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures*, 1 Sep 2006

T.O. 1C-10(K)A-1-4, *Two-Engine Ferry Operations*, 15 Dec 2008

T.O. 1C-10(K)A-5, *Basic Weight Checklist and Loading Data*, 15 May 2010

T.O. 1C-10K(A)-9, *Cargo Loading Manual*, 1 Jan 2011

T.O. 1-1B-50, *Weight and Balance*, 1 Apr 2008

USC Title 37, *Pay and Allowances of the Uniformed Services*, Chapter 5, Section 301, Special and Incentive Pay, 1 Feb 2010

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 63 *Active Duty Service Commitment (ADSC) Acknowledgement Statemen*

AF Form 522, *USAF Ground Weapons Training Data*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4022, *Aircrew Training Folder*

AF Form 4023, Aircrew *Training Progress Report*

AF Form 4024, *Aircrew Training Accomplishment Report*

AF Form 4025, *Aircrew Summary/Closeout Report*

AF Form 4031, *CRM Skills Criteria Training/Evaluation*

AF Form 4168, *COMSEC Responsible Officer and User Training Checklist (LRA)*

AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance*

DD Form 365-4, *Weight and Balance Clearance Form F - Transport/Tactical*

DD Form 1833, *Isolated Personnel Report (ISOPREP)*

Abbreviations and Acronyms

A—Annual

A3T—Chief, Aircrew Operations and Training

AARA—Air to Air Refueling Area

AAR—Air to Air Refueling

AC—Aircraft Commander

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ACDTQT—Aircrew Chemical Defense Task Qualification Training

ACIQ—Aircraft Commander Initial Qualification (previous MWS Aircraft Commanders or FAIP/OSA Aircraft Commanders), aka PTX-1

AD—Active Duty

ADS—Automatic Dependent Surveillance

ADSC—Active Duty Service Commitment

AE—Aeromedical Evacuation

AEB—Airman Evaluation Board

AEF—Air Expeditionary Force

AETC—Air Education and Training Command

AF—Air Force

AFB—Air Force Base

AFC—Aircrew Fundamentals Course

AFCESA—Air Force Civil Engineering Support Agency

AFE—Aircrew Flight Equipment

AFEF—Aircrew Flight Equipment Familiarization

AFFSA—Air Force Flight Standards Agency

AFI—Air Force Instruction

AFJI—Air Force Joint Instruction

AFMAN—Air Force Manual

AFMSS—Air Force Mission Support System

AFOSH—Air Force Occupational Safety and Health

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFTO—Air Force Technical Order

AFTTP—Air Force Tactics, Techniques, and Procedures

AGL—Above Ground Level

AIT—Aircrew Intelligence Training

ALEP—Aircrew Laser Eye Protection

AMC—Air Mobility Command

AMCAOS—Air Mobility Command Auxiliary Operational Squadron

AMW—Air Mobility Wing

ANG—Air National Guard

AOC—Air Operations Center

AP—Auto Pilot

APU—Auxiliary Power Unit

AQP—Airport Qualification Program

ARC—Air Reserve Component (ANG and AFRC)

ARCP—AAR Control Point

ARCT—AAR Control Time

ARIP—AAR Initial Point

ARMS—Aviation Resource Management System

ASEV—Aircrew Standardization/Evaluation Visit

ASR—Airport Surveillance Radar

ASRR—Airfield Suitability and Restrictions Report

AST—Aircrew System Trainer

AT—Academic Training

ATC—Air Traffic Control

ATD—Aircrew Training Device

ATOC—Air Terminal Operations Center

ATP—Allied Tactical Publication

ATS—Aircrew Training System

BAI—Backup Aircraft Inventory

BAQ—Basic Aircraft Qualification/Qualified

B—Biennial

BMC—Basic Mission Capable

BO—Boom Operator

BOT—Boom Operator Trainer

CAC—Conduct After Capture

CATM—Combined Arms Training and Maintenance

CBRNE—Chemical, Biological, Radiological, Nuclear and High Yield Explosive

CBT—Computer-Based Training

CCAT—Cabin Combat Arms Training

CC—Commander or appropriate AFRC/ANG Operations Supervisor

CCE—Contract Compliance Evaluations

CCP—Command and Control Procedures

CCRW—Command Curriculum Review Workshop

C—Cyclical (17-Month Qualification Evaluation Cycle)

CEA CoE—Career Enlisted Aviator Center of Excellence, Lackland AFB, TX

CEA—Career Enlisted Aviator

CFIT—Controlled Flight Into Terrain

CLT—Cargo Loading Trainer

CNS/ATM—Communication, Navigation, Surveillance/Air Traffic Management

COMSEC—Communications Security

CONOPS—Concept of Operations

CONUS—Continental United States

CoP—Community of Practice

CRG—Contingency Response Group

CRM—Crew Resource Management

CRO—COMSEC Responsible Officer

CRW—Contingency Response Wing

CSD—Class Start Date

CSI—Contingency SERE Indoctrination

CST—Combat SERE Training

CTA—Chemical Threat Area

CUR—Currency

CWD—Chemical Weapons Defense

DMO—Distributed Mission Operations

DMT—Distributed Mission Training

DNIF—Duties Not Involving Flying

DOC—Designed Operational Capability

DOD—Department of Defense

DO—Deputy Commander for Operations

DRVSM—Domestic Reduces Vertical Separation Minimum

DSN—Defense Switched Network

EAR—Event Accomplishment Report

ECAC—Evasion Conduct After Capture

EGPWS—Enhanced Ground Proximity Warning System

EMCON—Emission Control

EMTF—Expeditionary Mobility Task Force

EOC—End Of Course

EOR—Explosive Ordinance Reconnaissance/Recognition

EPA—Evasion Plans Of Action

EP—Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission

ESD—Evaluator Standards Document

ETCA—Education and Training Course Announcements

ETP—Equal Time Point

FAA—Federal Aviation Administration

FAA AC—Federal Aviation Administration Advisory Circular

FAIP—First Assignment Instructor Pilot

FB—Basic Qualified Boom Operator

FE—Flight Engineer

FEB—Flight Evaluation Board

FEF—Flight Evaluation Folder

FEO—Flight Equipment Officer

FF—Basic Qualified Flight Engineer

FIR—Flight Information Region

FLIP—Flight Information Publications

FMS—Flight Management System

FMS—Foreign Military Sales

FOD—Foreign Object Damage

FP—Qualified Pilot

FPC—Qualified Mission Ready Pilot

FPK—Qualified Non-Mission Ready Pilot

FPL—Flight Qualified Non-Mission Ready Pilot (ACIQ/PRQ/PCO graduate in local MR training, or FTL E pilots)

FPN—Flight Qualified Non-Mission Ready Pilot (ACIQ/PRQ/PCO students prior to checkride, PIQ Graduate in local MR training, or SOC graduate)

FPQ—Flight Qualified Mission Ready MPD Pilot

FS—Flight Surgeon

FTC—Faculty Training Course

FTD—Flight Training Device

FTL—Flying Training Level

FTU—Formal Training Unit

GPS—Global Positioning System

GRACC—Global Ready Aircraft Commander Course

GST—Ground System Training

GT—Ground Training

GTIMS—Graduate Training Integration Management System (GTIMS)

HARM—Host Aviation Resource Management

HARMS—Host Aviation Resource Management System

HF—High Frequency

HQ—HAVE QUICK

HRI—High Risk of Isolation

HVAA—High Value Airborne Asset

IA—Information Assurance

IAC—Instructor Aircraft Commander Course

IAP—Instrument Approach Procedure

IAW—In Accordance With

ICAO—International Civil Aviation Organization

IFE—In-Flight Emergency

IFF/SIF—Identification, Friend or Foe, Selected Identification Features

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IP—Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission

IPD—International Program Directives

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

ISD—Instructional Systems Development

ISOPREP—Isolated Personnel Report

ITO—Individual Tryout

ITS—Individual Training Summary

JP—Joint Publication

LAAR—Low Altitude Air Refueling

LCL—Local

LOAC—Law Of Armed Conflict

M—Monthly

MAF—Mobility Air Force

MAJCOM—Major Command

MANPAD—Man-Portable Air-Defense System

MCT—Mission Certification Training

MDS—Mission-Design-Series (i.e. KC-10A)

MEP—Mission Essential Personnel

MIF—Mission Index Flying

MISREP—Mission Reports

MLS—Microwave Landing System

MOB—Main Operating Base

MOST—Mission-Oriented Simulator Training

MPD—Mobility Pilot Development

MPF—Military Personnel Flight

MP—Mission Pilot

MPN—Aircraft Commander (Non-Mission Ready)

MQF—Master Question File

MR—Mission Ready

MSN—Mission

MTL—Master Task Listing

MWS—Major Weapon System

MX—Maintenance

N/A—Not Applicable

NAF—Numbered Air Force

NCO—Non-Commissioned Officer

NLT—Not Later Than

NMR—Non-Mission Ready

NOTAM—Notice To Airmen

N/R—Not Required

OCONUS—Outside the Continental United States

OG/CC—Operations Group Commander

OG—Operations Group

OGV—Operations Group Standardization and Evaluation

ONP—Over-Water Navigation Procedures

OPLAN—Operations Plan

OPORD—Operations Order

OPR—Office Of Primary Responsibility

OSA—Operational Support Airlift

OSS—Operations Support Squadron

P—Proficient

PAA—Primary Aircraft Authorization

PAI—Primary Aircraft Inventory

PAMS—Pilot Absorption Management System

PA—Privacy Act

PCMCIA—Personal Computer Memory Card Interface Association

PCO—Pilot Check Out

PCS—Permanent Change of Station

PF—Pilot Flying

PFT—Programmed Flying Training

PIC—Pilot In Command

PIQ—Pilot Initial Qualification

PL—Public Law

PO/QAR—Project Officer/Quality Assurance Representative

POC—Point Of Contact

PO—Project Officer

PPAS—Pilots Performance Advisory System

PRD—Program Requirements Document

PRM—Precision Runway Monitoring

PR—Progress Review

PTT—Part Task Trainer

PTX-1—Pilot Transition Course, unqualified in MDS over 8 years, IAW AFI11-202v1 (KC-10 equivalent course is ACIQ)

PTX-2—Pilot Transition Course, unqualified 39 or 51 months up to 8 years, IAW AFI11-202v1 (KC-10 equivalent course is PRQ)

PTX-3—Pilot Transition Course unqualified less than 39 or 51 months, IAW AFI11-202v1 (Sq/CC directed requalification course in-unit or PRQ)

QAI—Quality Assurance Issue

QA—Quality Assurance

QAR—Quality Assurance Representative

QTG—Qualification Test Guide

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

RNAV—Area Navigation

RNP—Required Navigation Performance

RQT—Requalification Training

RSC—Runway Surface Condition

RTRB—Realistic Training Review Board

RVSM—Reduce Vertical Separation Minimum

SA/AM—Special Assignment Airlift Mission

SABC—Self Aid Buddy Care

SARMS—Squadron Aviation Resource Management System

SAT—Small Arms Training

SELCAL—Selective Calling System

SERE—Survival, Evasion, Resistance, And Escape

SG—Surgeon General

SIMCERT—Simulator Certification

SIM—Simulator

SIPRNET—Secret Internet Protocol Router Network

SME—Subject Matter Expert

SOAR—Special Operations Air Refueling

SOC—Senior Officer Course

SORTS—Status of Resources And Training System

SOW—Statement of Work

SPINS—Special Instructions

Sq/CC—Squadron Commander

Sq/DO—Squadron Director of Operations

SRB—System Review Board

SSF—Senior Staff Officer Familiarization Course

SSN—Social Security Number

Stan/Eval—Standardization and Evaluation

SUPT—Specialized Undergraduate Pilot Training

T.O.—Technical Order

TACAN—Tactical Air Navigation

TACC—Tanker Airlift Control Center

TCAS—Traffic Alert Collision Avoidance System

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures

TFT—Total Flying Time

TG—Training Guide

TIM—Technical Interchange Meeting

TI—Theater Indoctrination

TMO—Tanker Manual Operation

TMS—Training Management System

TOD—Time Of Day

TOT—Time Over Target

TRP—Training Review Panel

TTF—Tanker Task Force

TTP—Tactics, Techniques, And Procedures

TX-1—Transition Course, unqualified in MDS over 8 years, IAW AFI11-202v1

TX-2—Transition Course, unqualified 39 or 51 months up to 8 years, IAW AFI11-202v1

TX-3—Transition Course, unqualified less than 39 or 51 months, IAW AFI11-202v1

TX—Transition

UB—Unqualified Boom Operator

UE—Unit-Equipped

UHF—Ultra High Frequency

UIR—Upper Information Region

UMD—Unit Manning Document

UP—Unqualified Pilot

USAFEC—United States Air Force Expeditionary Center

USAF—United States Air Force

USAFWS—United States Air Force Weapons School

US—United States

UTA—Unit Training Assembly

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—VHF Omnidirectional Range

VTRAT—Visual Threat Recognition and Avoidance Trainer

Wg/CC—Wing Commander

WIC—Weapons Instructor Course

WPS—Weapons School

WST—Weapon System Trainer

WX—Weather

Terms

AAR Mission—Flight that involves AAR procedures as a tanker or receiver aircraft.

Academic Training—A course of instruction including, but not limited to, classroom instruction for aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aircraft Commander (AC)—Pilot who has been certified to perform "pilot-in-command" duties.

Aircrew Training Device (ATD)—Includes flight training device (FTD), boom operator trainer (BOT), weapons systems trainer (WST), FMS trainer, cargo loading trainer (CLT), aircraft systems trainer (AST), and other flight simulators.

Aircrew Training System (ATS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force conducts all flight training.

Annual—Training required once every calendar year.

Basic Aircraft Qualified (BAQ)—Aircrew member who has successfully completed an in-flight evaluation, but is not mission qualified in his or her assigned aircraft.

Biennial—Training required once every two calendar years.

Boom Operator Trainer (BOT)—Aircrew Training Device (ATD) providing synthetic flight, capable of system and emergency procedures training in which KC-10 Boom Operators learn, develop, improve, and integrate skills associated with the KC-10 boom pod. The KC-10 ATS operates two BOTs, one at Joint Base McGuire-Dix-Lakehurst and one at Travis AFB.

Cargo Load Trainer (CLT)—A miniature, scaled model representing the cargo portion of the fuselage and various pallet models in which KC-10 boom operators learn, develop, and improve understanding of basic cargo loading practices. The KC-10 ATS operate one scaled model CLT at Joint Base McGuire-Dix-Lakehurst and Travis AFB.

Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM)—The USAF is equipping aircraft to meet a specific Communication, Navigation, or Surveillance mandate to fly in a sovereign nation's specified airspace. CNS/ATM addresses the three major system categories worldwide (communication, navigation, and surveillance) and includes the intended end state for these changes: the transition from Air Traffic Control (ATC) to Air Traffic Management (ATM). The term further achieves standardization DoD-wide.

Communications Security (COMSEC)—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

COMSEC Responsible Officer—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-201, Volume 2.

Contingency Response Wing (CRW) and Contingency Response Group (CRG)—Team of qualified Air Force personnel established to control, coordinate, and function as an Air Force tanker and airlift C2 facility at a base where normal AMC C2 facilities are not established or require augmentation.

Continuation Training—Ground and flight training events necessary to maintain mission-ready or basic aircraft qualification status.

Crew resource Management (CRM) Training—See specifics of CRM in AFI 11-290. CRM is designed to improve aircrew teamwork, dynamics, and effectiveness.

Critical Phases of Flight—Per AFI 11-202V3, this term includes taxi, takeoff, landing, air refueling, tactical and formation operations (other than cruise), all portions of any test or functional check flight or any aerial demonstration. Refer to paragraph **A3.1.1** and course specific syllabi for exceptions regarding FTU training missions.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

Cycle—17-month cycle based on in-flight evaluation completion according to AFI 11-202 Volume 2 and AFI 11-2KC-10 Volume 2, and appropriate MAJCOM supplement.

Difference Qualification Training—Training necessary to qualify an individual in a different tactic or system within the same aircraft or an aircraft that is a different series other than the one in which currently qualified.

Direct Instructor Supervision—Instructor of like specialty with immediate access to controls (for pilot position, instructor will occupy either seat).

Event—A training requirement or training event described in this AFI. Several events or tasks constitute a training profile.

Familiarization Event—An item completed by demonstration, observation, briefing, or in-seat experience. Proficiency is not required.

FBP Track Student (FE Only)—A Basic Flight Engineer graduate and/or student with less than three years fixed-wing flying experience. FBP track students are required to attend the KC10FBP course prior to KC10FIQ.

FIQ Track Student (FE only)—A Flight Engineer student that is currently and/or previously qualified in another fixed-wing MDS for three or more years. Based on their previous experience as Flight Engineer, FIQ track students do not require the KC10FBP course prior to KC10FIQ.

Flight Examiner or Evaluator—A crewmember designated to administer evaluations according to AFI 11-202 Volume 2, and the appropriate MAJCOM supplement.

Flight Surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

Flight Training Device (FTD)—Duplicate of WST without motion or visual system that provides enhanced systems training environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Crewmembers may operate individually or as a team.

Flying Training Level—A standard assigned to crewmembers, by the squadron commander, directing flying continuation training requirements.

Formal School Courseware—Training syllabi and all other materials used to conduct formal school courses.

Global Ready Aircraft Commander Course (GRACC)—A multi-step process designed to familiarize the new aircraft commander or aircraft commander candidate with the finer points of operating in the AMC en route system.

Graduate Training Integration Management System (GTIMS)—Comprehensive training management system that provides the method of maintaining information required on aircrew training.

Instructor Supervision—A qualified instructor of like specialty supervising a maneuver or event.

Instructor-Candidate—A crewmember undergoing upgrade training to instructor.

Instructor—Crewmember trained, qualified, and certified by the Sq/CC as an instructor.

Instrument Simulator Sortie—Simulator training focusing primarily on instrument procedures.

Loadmaster—Crewmember fully qualified to perform loadmaster duties.

Main Operating Base—An active duty or AFRC/ANG training location.

Mission Certification Training (MCT)—Formerly referenced as Phase II training.

Mission Review Panel (MRP)—Unit level staff, reviews previous day's flight and ground training.

Mission-Oriented Simulator Training (MOST)—Part of the aircrew CRM training program; includes a practical application, a full-mission scenario in ATD.

Mission-Ready (MR)—Crewmember who is current, qualified, and certified in the unit's missions.

Mobility Pilot Development (MPD)—The process by which a MPD pilot transitions from a new dual-seat qualified pilot in the MDS to a fully qualified and certified aircraft commander.

Monthly—Training required once every calendar month. Crewmembers are "non-current" the day after event currency expires (i.e. a crewmember, who accomplished a *monthly* currency event on 5 September, becomes non-current on 1 November).

Night—IAW AFI 11-202 Volume 3, *General Flight Rules*, and AFI 11-401, night is the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

Non-Mission Ready (NMR)—A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission.

Oceanic Sortie (OCONUS sortie)—A sortie that includes a take-off or landing outside the 48 conterminous states of the United States; see M030 definition in Chapter 7 for approved substitution(s).

Part Task Trainer (PTT)—A physical training device to practice a specific task (e.g., CLT).

Pilot Initial Qualification (PIQ)—Term used to describe the FTU course for initial qualification of a SUPT student into a MAF KC-10 pilot.

Pipeline—An initial qualification trainee directed for training by the AF Personnel Center process.

Primary Method—Training conducted normally at a location designated to train a course using MAJCOM-approved syllabi.

Quarterly—3-month periods defined as 1 October to 31 December (first quarter of the fiscal year), 1 January to 31 March, 1 April to 30 June, and 1 July to 30 September.

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

Requalification Training—Training to requalify a crewmembers in an aircraft in which they have been previously qualified. See **Chapter 2** for requalification training requirements.

Secondary Method—Training conducted at a location not normally designated to train specific MAJCOM approved syllabi, e.g., airdrop qualification course conducted at a line unit.

Semiannual—6-month training periods from 1 January to 30 June and 1 July to 31 December.

Significant Training Event—A training event directly contributing to qualification and upgrade, e.g., computer based training CBT lesson, weapon system trainer (WST), ground training, flight, etc.

Simulated Engine Failure Take-off Continued (EFTOC)—Practice procedure simulating engine failure after a take-off or touch and go.

Simulator—A fixed-based Aircrew Training Device (ATD) providing synthetic flight including: WST, FTD, and BOT

Special Mission—Any mission requiring special qualification (PNAF, low-level AAR, etc.).

Supervised Training Status—Crewmember will fly under instructor supervision as designated by the Sq/CC or evaluator. Use a result of loss of currency or due to less-than-qualified evaluation.

Training Devices—All training devices, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training Level—A standard assigned to crewmembers, by the squadron commander, directing continuation training requirements.

Triennial—Training required once every three calendar years.

Unit overprint—An overprint of a form may be words printed over an original AF Form or a newly created form which has, at a minimum, the same information required on the original AF Form. The intent of these training forms is to have proper documentation during the training

process. All locally developed forms/overprints should be approved through the appropriate Wing OST office.

Unit—Unless otherwise specified in this volume, "unit" refers to squadron-level activity.

Upgrade Training—Training to qualify a crewmember in a higher crew position.

Weapon System Trainer (WST)—Device with 6 degrees of motion and a visual system that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Crewmembers may operate individually or as a team.

Attachment 1 (TRAVIS)

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

Reference

AFI 11-2KC-10, Volume 1, *KC-10 Aircrew Training, 5 June 2012*
60 OSS/OST SharePoint Website – https://eim.amc.af.mil/org/60oss/ost/default.aspx
60 OSS/OSO SharePoint Website - https://eim.amc.af.mil/org/60oss/currentops/default.aspx

Abbreviations and Acronyms
C2—*Command and Control*
PDI—*Pilot Director Indicators*

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides standardized guidelines on proper training documentation. Instructions are provided for AF Form 4022, *Aircrew Training Folder*, AF Form 4023, *Aircrew Training Progress Report*, AF Form 4024, *Aircrew Training Accomplishment Report*, and AF Form 4025, *Aircrew Summary/Close-Out Report*, and aircrew training guides. For electronic copies, digital signatures are authorized using "//signed//" plus the individual's name. These forms are prescribed in AFI 11-2C-5 Volume 1, *C-5 Aircrew Training*. Units may use the Graduate Training Integration Management System (GTIMS) or other AMC/A3T approved electronic gradebook in lieu of the hard-copy requirements described in this regulation. Units must maintain all referenced documentation (training, reviews, waivers, etc.) within the database when an electronic option is used.

A2.1.1. Initiate a training folder (AF Form 4022) for **Table 6.2** formal training (either at formal school or in-unit), mission qualification/certification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification, requalification training (either at formal school or in-unit), or for any corrective action or additional training.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023 or the training guide. Use the existing training folder for end-of-course evaluations that result in additional training.

A2.1.1.2. At the unit's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; e.g., a tanker pilot upgrading to AC may have his or her upgrade, mission qualification/certification, and formation lead training combined in one folder.

A2.1.2. Formal schools will send AF Form 4022 with all training records to the trainee's gaining unit. Squadron commanders will review formal school training records and enter appropriate comments on the training guide progress record or AF Form 4023.

A2.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time. Electronic versions must be password protected to ensure data integrity.

A2.1.4. The instructor or trainer will review the training folder prior to all training periods. Those areas not previously accomplished or those in which crew members require additional training, will be noted for possible inclusion during the current training period.

A2.1.5. Upon completion of training, complete and place an AF Form 4025 in the individual's training folder.   Place a copy of the AF Form 4025 in the individual's FEF only if directed by the guidance implementing the associated training. Squadrons will retain all AF Forms 4022 for 1 year then return them to the crew member. Do not insert AF Forms 4022, AF Forms 4023, AF Forms 4024, or training guide into FEFs. Document in ARMS per applicable event and paragraph **1.8**.

A2.1.6. Training Guides, AF Forms (4023, 4024, 4025), and/or unit overprints may be used for all KC-10 continuation and formal training. The current AMC/A3TK approved formal school training guides are available on the A3TK CoP web page: **https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Tab=0&FolderID=AM-OP-00-13-3&Filter=AM-OP-00-13**.

A2.1.7. For purposes of training documentation, classroom-only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or aircrew training device (Exception: WST/BOT G events). All G series ground training referenced in this AFI will be referenced as (GT).

A2.1.8. AF 4324, blocks 1 – 5 and 11 – 13, will be used to document any new aircrew certification and award of specific ARMS "Q" code identifiers and associated training profiles. Specifically, block 11 will contain the following minimum information: Q code (i.e. QXXX), Certification Name (i.e. Phoenix Banner), and date of certification. AF Forms 1522s may be used in lieu of AF Forms 4324 to document new aircrew certifications that require award of specific ARMS Q code identifiers that do not require assignment of associated training profiles. Forward completed form to the unit SARMS section for processing. Once updated and signed, the letter of X's becomes the source document for certifications.

A2.2. Instructions for AF Form 4022. This form is a folder constructed of hard stock paper. The inside covers have tables for documenting training. AF Forms 4023, 4024, 4025, and additional information (waivers, memorandums, etc.) will be attached through the centered holes of the folder. Training guides will be placed inside the folder. The form is available through unit publications distribution offices or the AMC Command Publication Distribution Center. Units may organize the 4022 to fit their needs provided all necessary documentation is included in this folder. This includes the use of tabs and/or dividers when multiple certifications or phases of training are included in one training folder (i.e. MPD folder with Phase I, Phase II, various certifications, continuation training, PCO, Aircraft Commander MCT training). Comply with the following when documenting aircrew training on the form.   *Note:* Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, performance evaluation summary, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.

A2.2.1. Trainee Information (cover): Provides trainee and course information.

A2.2.1.1. Name and grade. Self-explanatory.

A2.2.1.2. Aircrew position. Self-explanatory. (For aircrew members in an upgrade program, enter the aircrew position to which they are upgrading).

A2.2.1.3. Unit of assignment. Self-explanatory.

A2.2.1.4. Type of training. Enter formal course title or, for special mission certification, enter type, e.g., Formation lead etc. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number, e.g., "KC10P." Otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). (This section provides a chronological record of ground training events). Record non-flying training events. Entries are required for, PTT, WST, FTD, BOT and GT. Entries are required for in-unit academic instruction conducted according to formal school courseware. Classroom academic training will be identified as AT. Overprints are authorized and, if used, will be placed on the left side of the AF Form 4022.

A2.2.2.1. Date. Self-explanatory.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "FTD-1", "WST-2", "GT-3", etc., or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A2.2.2.4. Instructor/trainer (qualification). Enter the name of the instructor or trainer and aircraft aircrew qualification, e.g., aircraft commander (AC), instructor pilot (IP), etc.

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. If applicable and desired, record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-2KC-10, Volume 2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2KC-10, Volume 2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A2.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (BOT, WST, or flight).

A2.2.5.2. Type evaluation. Enter AFI 11-2KC-10, Volume 2 evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. *Note:* Flight commanders or supervisors will accomplish reviews during formal training courses. For in-unit training programs leading to an AFI 11-2KC-10 Volume 2 evaluation, squadron

commanders or operations officers are required to accomplish reviews prior to flight evaluations.

A2.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Evaluator. Self-explanatory.

A2.2.5.7. Grade. Enter according to AFI 11-202, Volume 2.

A2.2.6. Flying Training Summary (inside right). This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A2.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 95.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc.

A2.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. Enter the flight-time the trainee was actually in the seat in the lower half of the block.

A2.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and the total cumulative seat-time in the lower half of the block.

A2.2.7. Performance and Knowledge Standards. (For use with AF Form 4024, see paragraph **A2.4.11**).

A2.2.8. Grading Codes. (For use with AF Form 4024, see paragraph **A2.4.8**).

A2.2.9. AF Form 4022 Aircrew Training Folder Closure. The Training Folder is considered closed upon successful completion of the final event required by the training program. Final training events include flight evaluation; instructor validation of training (i.e. "sign-off" flight); and/or Squadron Commander Certification.

A2.3. Instructions for the AF Form 4023. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 in order with the most recent flight on top. Complete this form or a unit developed overprint anytime formal training requirements are completed or anytime the AC/IP considers that a write-up is warranted. For multiple-leg missions or deployments, one write-up may be made covering the entire mission if desired. *Note:* Training guides may be used to document training instead of the AF Form 4023. This form may be used for ATS and formal school courses.

A2.3.1. Training Period and Date (Item 1). Training period is ground, simulator, or flight, i.e. AT-1, GT-1, SIM-3, S-4, etc. Also, annotate the date the training occurred.

A2.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time. Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7).

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. Include training completed and any other performance based information. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (items 1 through 8) of following block or form and continue remarks.

A2.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The squadron commander or operations officer will review active status AF Forms 4022 at least once each quarter (N/A formal schoolhouse). The Squadron commander or operations officer quarterly review may count towards the monthly squadron training review. Document reviews on an AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block. Initial reviews by Sq/CC's fulfill the requirement for the monthly and quarterly review for the month and quarter the review was completed.

A2.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the student's records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.4.3. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress report.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11). Students will print and sign their name.

A2.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, squadron commanders, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AF Form 4023 entries.

A2.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

A2.4. Instructions for the AF Form 4024. This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Maintain AF Forms 4024 on the right side of AF Form 4022. *Note:* Training guides may be used to document training instead of the AF Form 4024. The AF Form 4024 may be used for ATS and formal school courses.

A2.4.1. Name. Self-explanatory.

A2.4.2. Crew Position. Self-explanatory.

A2.4.3. Course or Phase of Training. Enter the AFCAT 36-2223 formal course identifier, e.g., KC10P. For special mission certification, enter the type and identify the method of training, e.g. WST training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, FTD-1, etc.

A2.4.5. Date.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a "B," "F," "P," "S," or "U" as appropriate.

A2.4.8.1. "1"–Item must be accomplished once by the crew member, but does not require proficiency.

A2.4.8.2. "B"–Briefing item only.

A2.4.8.3. "F"–Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.8.4. "P"–Proficient; crew member has achieved the required proficiency level.

A2.4.8.5. "S"–Satisfactory; crew member has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.6. "U"–Unsatisfactory; crew member was previously proficient, but has regressed or progress is unsatisfactory. *Note:* Events preceded by an (*) are trained to proficiency by the contractor in the appropriate ATD during phase 1A; however proficiency in the ATD may in some cases not equate to full aircraft proficiency due to differences in the real-world flight environment. For this reason a student may be graded "S" until full aircraft proficiency is demonstrated in phase 1B for an event graded "*P" in the ATD. An "S" grade denotes satisfactory progression and does not require contractor notification. However, once a crew member has received "P" for an event (in phases 1A, 1B or II), the only subsequent grade allowed is either "P" or "U". Likewise, multiple consecutive "S" grades may indicate lack of progression and warrant a "U". Any event graded "U" must have an associated remark on AF Form 4023.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.10. Total Number Accomplished.   Total of the number of repetitions actually accomplished.

A2.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crew member must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in this volume. For the KC-10, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). KC-10 units may use "P" to signify the RPL has been attained. Performance and knowledge standards follow:

Table A2.1. Event and Task Performance Standard.

Code	Performance is	Definition
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For MPD Pilots, proficiency may involve actual airplane control or non-pilot flying duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.

Table A2.2. Event and Task Knowledge Standard.

Code	Knowledge of	Definition
A	Fact and Nomenclature	Individual can identify basic facts and terms about the subject and, when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and, when used with a performance code, can determine step-by-step procedures for sets of activities.
C	Analysis and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and, when used with a performance code, can describe why and when each activity

		must be done and tell others how to accomplish activities.
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and, when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

A2.4.11.1. Regression. Once a crewmember has received "P" for an event, the only subsequent grade allowed for that event is either "P" or "U". Regression occurs when a maneuver is graded "U" after having achieved "P" in the same task. Regression from a "P" to a "U" requires an explanation in the student's training folder. The overall grade is at the instructor's discretion. For regression, the student will re-obtain proficiency prior to the end of the block of training in order to be recommended for an evaluation (when applicable) or certification (when applicable).

A2.5. Instructions for the AF Form 4025.

A2.5.1. When a training folder is closed a single summary/closeout report (Form 4025) will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information.

A2.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on this form do not reflect personnel opinions or biases. All comments must be supported by information contained in the AF Forms 4023 and 4024 or training guides as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the squadron commander's signature is optional.

A2.6. Aircrew Training Guides. If available, use aircrew training guides (TG) for training programs.

A2.6.1. The ATS contractor will develop TGs. Units may produce TGs when the ATS contractor is unable to provide them. TGs will be developed in accordance with AFI 36-2201, *Air Force Training Program*. Coordinate TG development through appropriate MAJCOM with an info copy sent to AMC/A3T.

A2.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crew-members prior to their entering any phase of qualification training. These TGs will be inserted in AF Form 4022 and may be used in lieu of AF Forms 4023 or 4024.

A2.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 4022.

A2.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation

for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action.

A2.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g. AC for pilots, etc.) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. This mini-TG will be placed in the AF Form 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 in accordance with this volume. Maintain completed TG and associated AF Form 4025 in a training folder according to paragraph **A2.1.5**.

A2.6.3.6. Do not maintain the training guide in the flight evaluation folder.

A2.6.4. Review Procedures:

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. The following are areas that should be covered in the comments' section:

A2.6.4.1.1. Pilots:

A2.6.4.1.1.1. AAR missions. Indicate whether the flight was day or night. Also, include whether contact was heavy- or light-weight and the accumulated contact time.

A2.6.4.1.2. Flight Engineers.

A2.6.4.1.2.1. AAR missions. Indicate whether contact was heavy- or light-weight.

A2.6.4.1.3. Boom Operators.

A2.6.4.1.3.1. Operational flights or static loads. Enter a general description of the payload, number of pallets, rolling stock cargo (trucks, engines, tanks, etc.), floor-loaded general cargo, and passengers, e.g., 8 pallets and five passengers.

A2.6.4.1.3.2. AAR missions. Indicate whether the flight was day or night. Also, include whether contact was heavy or fighter type aircraft and the accumulated number of contacts.

A2.6.4.2. For in-unit training programs: the flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG. In addition, the commander or operations officer will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.3. Records of crew members not receiving training, but in an active status, will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A2.6.5. Disposition of TGs:

A2.6.5.1. Place completed TGs in AF Form 4022 and maintain according to paragraph **A2.1.5**.

A2.6.5.2. Formal schools will maintain copies of the aircrew training records on incomplete trainees for six months.

Attachment 3

FORMAL TRAINING UNIT (FTU) GUIDANCE

A3.1. General Requirements. Qualification training for KC-10 crew members consists of Phases IA and IB requirements. Phase IA is administered by the training contractor and Phase IB is administered by US Air Force instructors. Phase IA training is contractor-developed and Air Force-approved. The objective of Phase IA training is to minimize aircraft flying training within simulation and human factor constraints. Phase IB training validates transfer of training from Phase IA; however, Phase IB training is driven primarily by training aircrews to proficiency in receiver AAR, formation and various types of approaches, and landings as well as experience in the differences of the real-world flight environment. Phase IB training requirements and events are conducted under AMC/A3 approved syllabi. All Phase IB training for most, if not all, students will be accomplished at the appropriate AMC FTU. Current syllabi can be found at the following KC-10 CoP and contain event/grading guidance **https://afkm.wpafb.af.mil/ASPs/docman/docmain.asp?Filter=AM-OP-00-13**.

A3.1.1. Instructor Requirements. All flight training conducted under this attachment must be supervised by a qualified instructor of like specialty. Crew members undergoing initial qualification training will be under "direct instructor supervision" during critical phases of flight. **Exceptions**: The requirement for "direct instructor supervision" during tanker AAR is not required for initial qualification students after demonstrating proficiency in tanker autopilot-off AAR {R080} and recommendation for "supervised AAR" by an instructor pilot. During initial qualification training, once the student demonstrates the ability to taxi the aircraft safely (no sooner than after sortie 1), they may be certified by their instructor to taxi without direct instructor supervision.

A3.1.1.1. Two KC-10 IAC students or one PCO and one KC-10 IAC student may sit in the seats together for all events in which they are current and qualified.

A3.1.2. The training and upgrade folder of individuals undergoing training under this attachment must be reviewed by the instructor prior to each mission briefing for each sortie. Areas that were previously identified unsatisfactory or unsafe must be reviewed and corrective measures discussed in detail with the student. In coordination with the FTU chief, the instructor will ensure that the training contractor is apprised of less than satisfactory activity of a student undergoing Phase IB training. If appropriate, additional academic and ATD training may be coordinated and scheduled with the training contractor.

A3.1.3. All pilots will be dual seat qualified. Dual-seat qualified ACs must be capable of accomplishing AC duties from the left seat and pilot duties from the right (i.e. no requirement to be right-seat qualified in receiver AAR).

A3.1.4. Prior to commencing Phase IB flight training in the KC-10 each crew member, with the exception of SSF students, will be administered an evaluation (Q-005 or Q-006 as appropriate) in the applicable ATD. This evaluation will be used to assess the effectiveness of contractor training as well as the capabilities and proficiency of the student.

A3.2. Initial Qualification Training. Conducted at the appropriate contract training facility and Air Force unit. Training is designed to qualify aircrew members in specific crew positions of the KC-10 aircraft. Initial qualification training requirements are found in the appropriate

syllabi. Specific course prerequisite, entry qualifications, and other requirements are listed in **Table 6.1**.

A3.2.1. KC-10 ACIQ–Aircraft Commander Initial Qualification (PTX-1): Qualifies prior MWS, FAIP, and OSA Aircraft Commanders as a KC-10 Aircraft Commander.

A3.2.2. KC-10 PIQ–Pilot Initial Qualification: Qualifies an SUPT graduate to operate the KC-10 from both seats but does not result in an Aircraft Commander certifiable pilot. The pilot will be Aircraft Commander certified in unit or via PCO per **Chapter 5**.

A3.2.3. KC-10 FBP – Flight Engineer Basic Prequalification Course: Provides required training for Senior Airman and above with no prior MWS experience to successfully complete KC-10 FIQ follow on. Requires BFE (Lackland AFB) prerequisite.

A3.2.4. KC-10 FIQ – Flight Engineer Initial Qualification: Qualifies prior fixed wing MWS Flight Engineer Senior Airman and above as KC-10 Flight Engineer. Experience requirement is at least three years as a performance engineer (fixed wing). Also qualifies KC-10 FBP graduates (see paragraph **A3.2.3**) as KC-10 Flight Engineer.

A3.2.5. KC-10 BBQ – Boom Operator (Basic) Initial Qualification: Qualifies enlisted member as KC-10 Boom Operator. Requires BBO (CEA CoE) prerequisite.

A3.2.6. KC-10 SSF – Senior Staff Officer Familiarization Course: The contractor-administered Senior Staff Officer Familiarization Course consists of three days of academic and simulator training followed by one aircraft flight. It is intended for familiarization only and does not lead to qualification in the aircraft. Senior Staff Officers who complete this course cannot log FP time nor be at a set of controls with passengers on the aircraft. Senior staff-level personnel who previously accomplished a formal KC-10 pilot training course that resulted in a Form 8 qualification (i.e., KC-10 SOC, KC-10 PCO, KC-10 IAC, etc.) receive credit for the KC-10 SSF course. Regardless of the venue of KC-10 SSF course credit, KC-10 SSF course credit expires 39 months from the date of the member's last KC-10 aircraft flight.

A3.2.7. KC-10 SOC – Senior Officer Course: The Senior Officer Course consists of pre-course CBTs, 5 days of contractor administered academic and simulator training, and a maximum of four flights with Air Force instructors. This training is the minimum required to attain basic qualification in the aircraft with instructor supervision.

A3.2.7.1. School Quotas for Senior Officer courses are controlled by AMC/A3TF. These courses are scheduled according to need in cooperation with the ATS contractor. Training throughput requirements may affect availability of these courses. Requests for training should be forwarded to AMC/A3TF/K (AFRC users contact AFRC/A3TA). AMC/A3TF will work in conjunction with AMC/A1A and AFRC/A1T to finalize course approvals and schedules. These requests must be submitted a minimum of 45 days prior to requested start date. AMC/A3 will be final authority should a disagreement arise regarding eligibility.

A3.3. Aircraft Commander Upgrade. Individuals may upgrade to aircraft commander via the formal Pilot Check Out (PCO) courseor in-unit. The preferred method for aircraft commander upgrade is PCO.

A3.4. Aircrew Instructor Program. Courses are designed to teach selected crew members fundamentals and concepts of instructing.

A3.4.1. Pre-course materials will be provided by the contractor to the unit no later than 35 days prior to course start date. The package will contain a road map of the course, supplemental materials, pre-course reading assignments, and a course workbook. Squadron Training Units should request pre-course materials from the site contractor.

A3.4.2. Specific course prerequisites, entry qualifications, and other requirements are listed in **Table 5.3**. All instructor candidates will be trained to a level of proficiency that will ensure their ability to instruct and supervise student activity. Successful completion of ground and flight requirements, including completing an AFI 11-202, Volume 2, as supplemented, evaluation, qualifies the individual to be placed in instructor status.

A3.4.2.1. KC-10 IAC – Instructor Aircraft Commander Course: Qualifies current and qualified KC-10 AC as a KC-10 IP.

A3.4.2.2. KC-10 FIC – Flight Engineer Instructor Course: Qualifies current and qualified KC-10 FE as a KC-10 IF.

A3.4.2.3. KC-10 BIC – Boom instructor Course: Qualifies current and qualified KC-10 MB as a KC-10 IB.

A3.5. Formal Training Unit. The flying phase of training is accomplished at the Formal Training Unit (FTU). Although a considerable amount of time is spent mission planning for sorties, due to the dynamic nature of the tanker mission, instructors are given great flexibility in accomplishing activity during sorties. Therefore the syllabi provide a recommended number of sorties, but training is complete once proficiency is gained in all the required areas.

A3.5.1. In order to ensure continuity of training, limit the number of different flight instructors to a maximum of four for students undergoing qualification, requalification, or upgrade training (not applicable for all AFRC training and active duty initial cargo qualification). Squadron commanders may waive the four-instructor limit on a case-by-case basis. The flying squadron commander, operations officer, Det 1 AMCAOS personnel, and FTU Chiefs (Pilot, FE, and BO) do not count against the four-instructor rule. A copy of the waiver (including waiver justification) will be filed in the AF Form 4022. Additionally, each student will have one instructor who will monitor the student's progress throughout their training. This primary instructor will be designated, in writing, and will personally ensure the student is proficient in all required areas and is ready for evaluation if required.

A3.6. Failure to Complete Formal Training. Refer to the appropriate course syllabus for guidance. The formal school will send a recommendation to the individual's unit on whether he or she should complete training in-unit (which requires a waiver), be eliminated, or return to the formal school for training.

A3.6.1. **Phase IA.** An individual may be removed from Phase IA training if identified by the training contractor as incapable of successfully completing a course of instruction. A joint Air Force and contractor review of the identified student's record will be conducted and a joint recommendation made as to termination or continuation. The training contractor will notify the applicable squadron commander and Det 1 AMCAOS to determine the appropriate course of action.

A3.6.1.1. Det 1 AMCAOS will:

A3.6.1.1.1. Review training records to ensure the training provided was within contract requirements and guidelines.

A3.6.1.1.2. Review required procedures and assist local units in taking appropriate action to ensure that aircrew members who cannot meet training proficiency standards are eliminated from training. See AFI 11-402.

A3.6.1.2. The squadron commander will:

A3.6.1.2.1. Chair Air Force and contractor review of the identified student's record.

A3.6.1.2.2. Request the contractor to provide additional training if appropriate.

A3.6.1.2.3. If the student is to be eliminated from training, notify AMC/A3TK and AFRC/A3T (AFRC disqualification or suspension from aviation service), via message with information to the appropriate NAF/A3T if applicable.

A3.6.2. Phases IB and MCT. If an individual is unable or unwilling to complete any phase of training, the determination of the appropriate administrative action rests with the squadron commander. (See AFI 11-402 for flight evaluation board [FEB] or administrative procedures.)

Table A3.1. Initial Qualification Ground Training Requirements (Phase IB).

Code	Ground Training Events	ACIQ	PIQ	FE	BO	SS	Notes
A016	AFRC Associate Program Orientation Indoctrination	1	1	1	1	1	
A017	Regulation, Directive Knowledge, and Use	P	P	P	P	P	
A018	AC Responsibilities	1				1	
	Flight Physical	1	1	1	1	1	1
	Physiological Training	1	1	1	1	1	1
G002	Aircraft Marshaling Training and Examination	1	1	1	1	1	1
G025	Aircraft Field Trip	P	P	P	P	P	
G080	Communications Procedures	1	1	1	1	1	
G130	IRC	P	P			P	
G190	Aircraft Servicing	F	F	F	F		
G231	Initial Crew Resource Management	B	B	B	B	B	
LL01	Aircrew Flight Equipment Familiarization (AFEF)	1	1	1	1	1	1
LL03	Emergency Egress Training, Non-Ejection Seat	1	1	1	1	1	1
LL06	Aircrew Flight Equipment (AFET)	1	1	1	1	1	1

	Training						
Q001	Open Book Qualification Examination	P	P	P	P	P	
Q002	Closed Book Qualification Examination	P	P	P	P	P	
SS01	Local Area Survival Training	1	1	1	1		1,2

Table A3.2. Upgrade Ground Training Requirements (Phase IB).

Code	Ground Training Events	AC	IP	IF	IB	Notes
A010	Instructor Academic Training		1	1	1	
A016	AFRC Associate Program Orientation Indoctrination	1				
A017	Regulation, Directive Knowledge, and Use	P	P	P	P	
A018	AC Responsibilities	1				
A044	Instructor Pre-Course Exercise (Workbook)		1	1	1	
G025	Aircraft Field Trip		P	P	P	
G130	IRC	P	P			
G190	Aircraft Servicing			P		
G231	Initial Crew Resource Management	B				
G232	Instructor/Evaluator CRM		B	B	B	
Q001	Open Book Qualification Examination	P	P	P	P	
Q002	Closed Book Qualification Examination	P	P	P	P	

A3.7. Training Time Limitations. Aircrew members entered in a qualification, requalification, or upgrade training program will be dedicated to that program on a full time basis. **EXCEPTION:** Supervisory personnel may continue their normal duties as time permits. Individuals who enter initial qualification, requalification, or upgrade training at the formal school are subject to the time requirements in **Table A3.3** and **Table 1.2**.

A3.7.1. In order to assure training continuity, the student's first Phase IB flight should occur no later than 7 days after completing FTU in-processing to include indoctrination and block training.

A3.7.2. Enter in the Training Review Panel (TRP) the names of all FTU students not initially qualified or MR (qualified) per **Table A3.3** (refer to **Table 1.2** for information on in-unit training) time limits. Reasons for failure to complete training within these limits will be fully explained. For FTU training, no training time extension waivers are required provided this TRP guidance is followed. Per paragraph **1.7.2**, Sq/CC training time extensions apply to in-unit training time limitations.

Table A3.3. Training Time Limitations.

Course	Phase IA & IB / MCT (Active)	Phase IA & IB / MCT (AFRC)	Notes
KC-10 BBQ	120/130	180/300	4
KC-10 FBP	185/100	180/240	3
KC-10 FIQ	140/90	180/180	
KC-10 PIQ	140/90	180/180	
KC-10 ACIQ	140/90	180/180	
KC-10 BRQ	120/90	180/180	
KC-10 FRQ	90/90	180/180	
KC-10 PRQ	90/90	180/180	
KC-10 BIC	90	180	
KC-10 FIC	90	180	
KC-10 IAC	90	180	
KC-10 PCO	90/90	180/180	

NOTES:

1. Phase I starts on first day of contractor training.

2. MCT starts on the day following completion of Phase IB evaluation. Mission certification training events (ground and flight) may be accomplished concurrently with Phase IB training when deemed appropriate by the FTU Chief, squadron DO, or DOT.

3. FBP limits include the FIQ portion of training. FBP MCT limits are for completion of Phases IIA & IIB (See paragraph **3.5.3.**).

4. BBQ limits are for completion of MCT (See paragraph **3.5.4**).